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THE PRESIDENT'S ADDRESS AT THE R.I.B.A.

IT has never been our lot to listen to a better address than that delivered at the Royal Institute of British Architects on Monday by Mr. Blomfield. Its title, "The Outlook of Architecture," is an interesting one, and the full possibilities suggested by the title were seized by Mr. Blomfield and made the most of. It is fortunate at this time that the President's chair is filled not only by an architect of repute, but by the most brilliant of architectural writers and scholars, for at this juncture architects have to face not only the difficulties of their calling, but a great deal of very misguided criticism from outside. Side by side with a considerably increased interest in architectural subjects evinced by the public Press is the fact that some of the writers on these subjects have not the technical knowledge based on study which can alone make their criticism of real use to the public.

Ruskin's teaching, founded as it was on a keen love of beauty, little technical knowledge, and a tendency to confuse art and morals, put back the hands of progress for a generation, and we think Mr. Blomfield was wise in considering that Mr. March Phillipps' writings needed some comment. We have frequently alluded to this eloquent writer's misstatements, which, in common with Mr. Blomfield, we consider to be damaging and confusing to those who wish to gain some insight into the nature of architecture, and we are glad that Mr. Phillipps' fallacies have been so ably exposed by the President.

Architects know that by whatever name the master director of building operations was called in the past order could not emerge from chaos, and that the great buildings of past ages could not have arisen without conscious design. It is utterly absurd to suppose that our great cathedrals were the outcome of the rule-of-thumb methods of mere workmen. Whether plans were used or whether rough diagrams were employed matters not, nor does it in the least matter what the master of operations was called; he was *de facto* the architect. After all, though it may be proved that the individual worker could, to a certain extent, devise detail, it is not this detail which chiefly arouses our admiration, but the great and poetic conceptions, the treatment of mass and space, which indicate with absolute clearness to all those who are not wilfully blind the presence of a directing mind.

We thought that with the school of Ruskin the tendency to designate as good the work of mediæval hands and as bad the work which succeeded it had died out, but now we find the same theme repeated in a slightly different way by Mr. Phillipps. All that he proves is how readily many of us are inclined to succumb under the spell of forceful expression, which throughout the pages of history has swayed men and prevented them from exercising their logical faculties and power of criticism.

As Mr. Blomfield well puts it, "The road of development is unbroken—where we miss it, there is no hiatus in fact, but only in our knowledge of the facts, and if there is one thing more certain in history than another it is that of all the arts architecture is the most steady and consistent mover." And we think that—in saying: "Where our critics go wrong is in demanding a new language when they ought to be demanding new ideas. The old language will do very well if we are masters of it and have the brains to use it to the full"—the truth has been well put.

One of our greatest modern writers educated himself by first closely imitating one great writer and then another, yet none of us would say that the work by which he will go down to posterity shows any great similarity with the writings he studied so carefully. When the mind has acquired a mastery of detail so thorough that it can be used almost without thought the architect is no longer cribbed, cabined, and confined by it, but can devote itself to those greater problems the successful solution of which constitutes architecture in the highest sense.

As to other matters we are glad that Mr. Blomfield expressed himself clearly and forcibly about the absurdity of supposing that ferro-concrete and other new materials were likely to revolutionise architecture or suggest radical and new departures in design, and we think with him that we must reserve our freedom to use such inventions as mere instruments of building, just in the same way as the Romans used their system of brick ribs and arches.

With regard to the future, the last genuine tradition died with Chambers, whose successors carried on his manner, but other elements had come into play; the Romantic movement, and archæology, and architecture came within the literary net, from which it has not yet escaped. The difficulty of modern architecture is that we are offered too wide a choice.

We are now, after wandering in the wilderness of revivals, at last studying the larger aspects of planning and composition, rhythm and proportion, to which an amount of study and attention is now given which they have not received since the days of Cockerell, and out of which may be ultimately developed a standard manner which is essential to the appearance of such vernacular art as existed in civilised Europe in the first half of the eighteenth century.

Mr. Blomfield says we have varying versions of Classic all worth taking seriously—the attempt to pick up the thread of Cockerell's tradition; a leaning towards the fashion of our colleagues in France; and the more sober manner based on our own architecture of the eighteenth century. It is not desirable that any one of them should sweep the field entirely, as that would be alien to the genius of the race and its robust dislike of pedantry.

Mr. Blomfield sums up by saying that he considers we are moving towards the only possible standpoint in concentrating gradually on the tradition of English architecture in the eighteenth century, and urges that we should be unmoved by the attacks of the critics and pursue our way, strong in the knowledge of the past with faith in the future, and with that enthusiasm which is the privilege of creative artists. *Ex nihilo nihil fit* is true in all times and seasons, and constructive statesmanship can never arise from enthusiasm alone, but must, on the contrary, be founded on a thorough and careful consideration of facts and a determination to draw logical inferences from them.

It is writing of this nature which will help architecture and architects, not brilliant and misleading misstatements, which only serve to obscure the truth to those who are unacquainted with the facts. As we have said, we think that a better address, or one more apposite to the times, has never been delivered by a President of the Royal Institute, and we consider the Institute is fortunate in every way in its President.

NOTES.

Admiralty Arch.

We are glad to be able to record that an agreement has at length been arrived at with reference to the completion of the Admiralty Arch. By the decision of the Government to pay one-third of the cost an important precedent has been created and the principle admitted that the nation as a whole should pay its share towards such improvements in London as may be rightly considered national in character—that is, improvements that are necessary to enhance and maintain the dignity of London as the capital city of the Empire. Now that the London ratepayer is no longer to be left to bear the burden of Empire unaided we may hope for the beginning of better things, for a more generous and imaginative outlook, for a less sordid and querulous attitude towards all suggestions for making London more worthy of the position she occupies. We note that it has been decided to open up the view of the arch and complete the circle, as far as may be, by the acquisition of buildings in Trafalgar-square in preference to closing in the present gap with another arch. There is much to be said for either scheme, but the Committee has had good architectural advice, and we do not suppose there will be any general disposition to question their decision. It only remains now to see that the general idea decided upon is carried out in the best possible manner, and we trust that those responsible will give as much attention to this aspect of the question as they have already given to the financial and other considerations involved.

Marble Mantelpiece in New York.

By Mr. F. Derwent Wood, A.R.A., Sculptor, and Mr. George A. Crawley, Architect.

The Limit of the Skyscraper.

The announcement that a limit will probably be placed on the height of the buildings of New York suggests that one of the most interesting phases of modern building has reached a certain stage in its development which may possibly prove to be final. Although there is said to be no structural objection to building skyscrapers of twice the height of the present ones, the fact that forty-one out of forty-three building experts of New York considered a limitation of height to be desirable suggests there is no practical utility in so doing. So wonderful has been the advance of modern building construction in recent years that we naturally hesitate to place any definite limits to its capabilities in this direction, yet it is evident that there must be a limit somewhere. The question is—are the advantages of high buildings so great as to justify New York in proceeding to find out this limit by practical experiment? The Report of the Height of Buildings Commission suggests that they are not, and the Fire Department of New York seems to be of the same opinion. In the interests of scientific—or should we say artistic?—experiment we regret this conclusion. Not that we are altogether enamoured of skyscrapers, but history seems to assure us that all the great architectural achievements of the past have been obtained by carrying a definite system of construction to as logical a conclusion as the strength of materials and other practical limitations would permit. Indeed it has seriously been maintained that all progress in architecture has been due to the love of experiment in building, to the constructor's passion for the creation of more and more daring and exquisitely-balanced structures—as witness the Pantheon, St. Sophia, or Beauvais. In these latter days we have steel, reinforced concrete, and the skyscraper. The lover of experiment will think it a pity that this new method also cannot be carried to its logical conclusion, but must be limited by considerations other than the qualities of its materials or the nerve and skill of the constructors. We are bound to admit, however, that our passion for experiment is limited too. The first results of experiment are apt to be crude, and skyscrapers were no exception to the rule. A crudity 600 ft. high asserts itself somewhat; is just one of those things there is no getting away from. We are all for the advancement of knowledge, but we cannot bring ourselves to contemplate London dotted over with such experiments. We would rather they were carried on elsewhere, and can contemplate them in New York with the most perfect equanimity. Distance and the intervening ocean may account for this. On the whole, we would rather leave them to the Americans, and they could not be left in the hands of more daring and competent constructors.

A Balkan Competition.

We trembled a short time ago for those enterprising architects who had ventured to compete for the new Royal Palace at Sofia. Anything then seemed possible—even a Bulgarian Republic, if, indeed, the rival States of Roumania, Servia, and Greece did not claim the whole soil of Bulgaria for themselves. But the Peace of Bukharest left us Bulgaria, and the Bulgarians have not turned out their rulers! But we learn from an official postcard that, though "Les évènements politiques dans les Etats Balcaniques entravent encore le transport des projets et la constitution du jury pour les concours intérnationaux du Palais Royal et le Palais de Justice à Sofia," the Ministry will receive designs on April 1 next. But surely the Bulgarian Government might have chosen a more reassuring date on which to receive the efforts of Europe in the shape of designs for its Royal Palace and much-needed Temple of Justice! When an architect has decided to compete for any building it is well for him to be undistracted by doubts, and we feel that the date of sending in may occasionally give the red-hot enthusiast a cold fit of wonder as to whether he is not designing a *château en Espagne*. Still, architects may hope that on April 1 next there will still remain a Bulgarian Government which will, at least, appreciate their efforts and reward the winner with Bulgarian gold and Balkan honours! How long will it be before a federation of the Balkan States, founded on brotherly love, necessitate a Union House of Representatives? We hope for those happy days when the Bulgarian wolf will lie side by side with the Roumanian fox, and the Servian eagle will sing them both to sleep in concert with the Grecian nightingale.

Burns (erected at Paisley, N.B.).

By Mr. F. W. Pomeroy, A.R.A.

ARCHITECTURAL SCULPTURE IN ENGLAND OF TO-DAY.

By Mr. Selwyn Brinton.

It may be recollected by our readers that in the notice of Royal Academy Sculpture of this year, published in the *Builder* of June 13, we concluded by saying that "we shall hope in the future to illustrate . . . a selection of the larger work which is being done in the country in connection with buildings, as we think that such work, deliberately excluded from the Academy as it is owing to its size, should be taken into consideration in any review of the year's art."

Although this promise may have referred more especially to next year's sculpture, yet the present notice may be considered as in some sort an instalment of that promise, and it will be found that here, besides portrait and ideal work, a very large amount of recent decorative sculpture has been given a prominent place among our illustrations.

The names of some of the sculptors whom we illustrate—Messrs. F. W. Pomeroy, F. Derwent Wood, F. Faivre, Emile Fuchs, Albert H. Hodge, Charles Hartwell, Henry Poole—are in themselves a guarantee of the quality of their work; a guarantee which will be found more than justified in the present illustrations, and will at the same time show that, though there is still room for development and progress, there is much good work being achieved in architectural as well as ideal and portrait work in English sculpture of to-day.

I think the most effective way of pointing out in what direction that development is not only possible but—it seems to me—even necessary will be to run briefly through the work which I am presenting in this notice to the public, to note and appreciate its special qualities, if need be, its deficiencies, and, above all, the tendencies which it may suggest towards a higher level in our decorative sculpture. For it would need a very limited and insular outlook over modern plastic art to be contented with the present British achievement. When we consider the position of sculpture in Germany and France, and the magnificent advance which, within quite recent years, has been and is being achieved in North America and in modern Italy, we shall have to admit that an effort is needed if England, not alone in Naval supremacy but also in the plastic arts, is to hold her own among the advancing forces of civilisation.

First in the list of names I have just mentioned came that of a very brilliant sculptor and genial personality, Mr. F. W. Pomeroy; and I feel that I could not do better than to place his work in the same position in the front of this notice. Mr. Pomeroy was made an Associate of the Royal Academy in 1906, and had passed through the Academy Schools, gaining the Travelling Studentship and Gold Medal in 1885. To notice, however briefly, his work would be to include his fine portrait statue of Mr. W. E. Gladstone (1900) for the House of Parliament—a living presentment of the great orator and statesman, with his roll of notes clutched in his nervous left hand; his Duke of Westminster (Chester Cathedral); his Dean Hole (Rochester Cathedral); and monument to Lord Dufferin and Ava at Belfast.

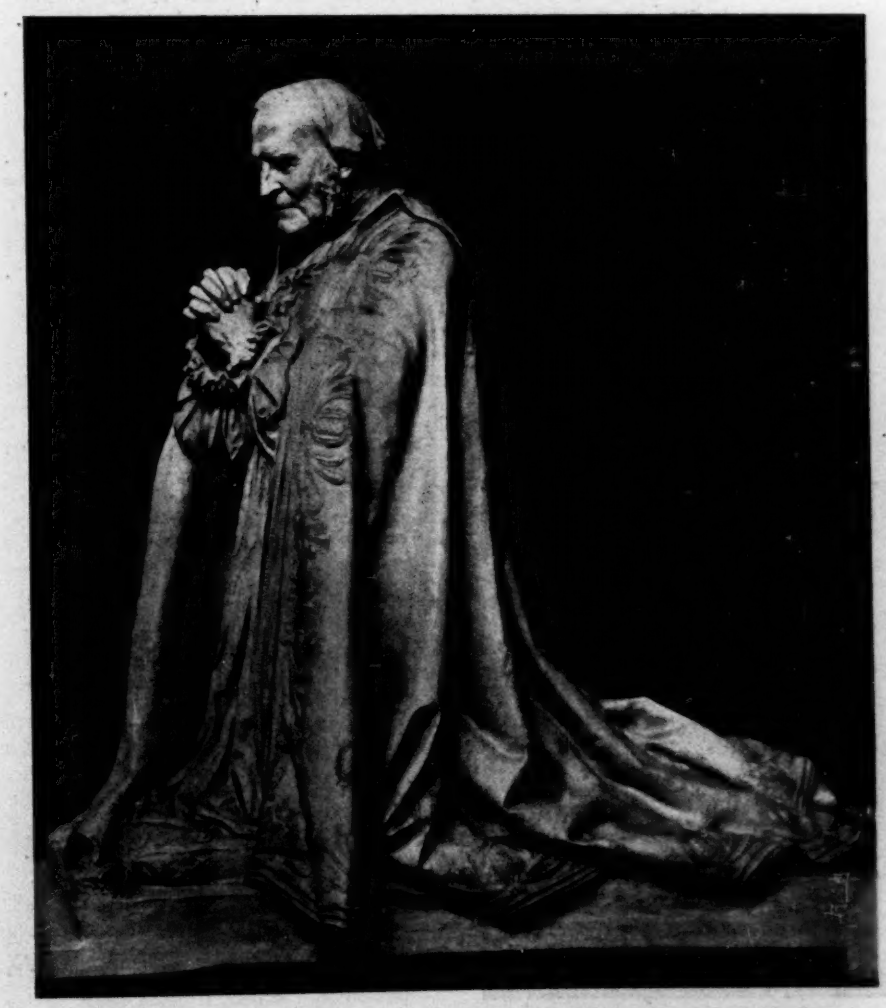
But I propose to give special attention to his works reproduced here, with some reference to recent work which he mentioned to me himself but a few days ago; and here I am delighted to be able to include in my illustrations the figure of Burns beside the plough, which was unveiled by Lord Rosebery at Paisley in September of 1896. Nothing could be easier or more naturally posed than this figure of the Scottish poet, who pauses beside the plough, with notebook and pencil in his hand, as if seeking inspiration in the scene before him; and what, indeed, could be more inspiring, more elemental in its human suggestion, than the plough itself when it is drawn by the striving team through the moist, upturned, sweet-smelling earth?

Below, upon the pedestal, is a delightful relief of the famous ride from Alloway Churchyard; the statue is of "heroic" size, being 9 ft. in height, the pediment 12 ft.

Among my illustrations I include also

Dr. Thomas Guthrie (erected in Princes-street, Edinburgh).

By Mr. F. W. Pomeroy, A.R.A.



Archbishop Temple (Statue in Bronze placed in Canterbury Cathedral).

By Mr. F. W. Pomeroy, A.R.A., Sculptor.

Sketch Model for Mantelpiece, New York.

Mr. F. Derwent Wood, A.R.A., Sculptor; Mr. George A. Crawley, Architect.

the Guthrie Monument, erected in Princes-street, Edinburgh, in 1908.

Dr. Thomas Guthrie was the founder of ragged schools in Scotland, and rests his right hand upon the shoulder of one of his young *protéjés*; this fine monument is in marble, which the artist told me he felt would be better than bronze, with a view to the rising background. His Richard Bonington, a comparatively recent work, erected at the School of Art in Nottingham (where this artist was born) in 1911, I am not able to include in my plates here; but I am especially pleased to have among them that noble creation of his art, the kneeling figure (in bronze) of the late Archbishop Temple, within Canterbury Cathedral.

Although I have not here the entire monument to Lord Dufferin which I mentioned above, I am able to include in my illustrations one of its most striking figures, that of "India"—a bronze seated warrior upon the right of the monument; and no less interesting, though entirely different in subject and treatment, are the four bronze statues of Vauxhall New Bridge—draped female figures, noble in design, and to be compared with some of the best work in America of Daniel Chester French—representing Architecture, Engineering, Pottery, and Agriculture. Mr. Pomeroy tells me that he is now engaged on his Curzon Monument for India, which is nearly

St. Yvonne.

By Mr. F. Derwent Wood, A.R.A.

completed, as well as upon his figure for Cardiff of the Welsh bard, David Ap William, who seems to have flourished somewhere in the fourteenth century, and, in the opinion of his compatriots, to run Chaucer very close for the Laureateship of the period. This is one of the ten figures commissioned by the generous gift of Mr. W. D. Thomas for the Municipal Buildings of Cardiff, of which Messrs. Lanchester & Rickards are the architects. Mr. Thomas made a special condition that the figure should be of Serravezza marble—one of the Carrara marbles, of which it is not easy to obtain a large block, and which is proportionately expensive.

Next in my list I find Mr. Derwent Wood, and following this sequence I propose to notice his work, which we are very fully illustrating. Like Mr. Pomeroy, Mr. Francis Derwent Wood is an Associate of the Royal Academy, and went through the Royal Academy Schools, being Gold Medallist and Travelling Student; but he also studied under Professor Lanteri at South Kensington, and was assistant to Legros and Sir Thomas Brock before he went as modelling master to Glasgow.

His work is very various, and some of his recent designs in decorative sculpture are for chimney-pieces—two of which I reproduce here—and for garden statues.

Masterly in design and modelling is the marble figure of a male Caryatid, which forms part of a mantelpiece erected in Mrs. Henry Phipps' house in New York—Mr. George A. Crawley being the architect of this and of the mantelpiece with a classic frieze and supporting cupids, which I also reproduce, and which was for the same owner; while the sketch of a garden fountain, with its beautifully-modelled nude figures, contrasts with these last and is in a lighter and entirely appropriate key.

I have just mentioned variety as a note in Mr. Derwent Wood's work; and we find this in his head of St. Yvonne, which differs entirely from the preceding, as well as in the breadth of modelling of his figure of "Painting," of which I give a very successful reproduction. This last is one of four allegorical figures of colossal proportion designed by the artist for the Glasgow Art Gallery. In the treatment of the nude—in which he is a master—Derwent Wood may be studied here in the maternal form of "Abundance," which I place near to his draped "Painting" among my illustrations. Next in my list should come the French painter, M. Faivre; but I prefer to take first the work of Mr. Emile Fuchs, of which I give several reproductions.

Though not English by birth, Mr. Fuchs has been for many years resident in London, though he has had, since 1904, to make frequent visits to New York, where he had for some time a studio in Bryan Park Studios, New York.

Mr. Fuchs' first love was sculpture, and in fact in 1890 he obtained the Prix de Rome from the German Government for his group of "Mother's Love"; he has practised sculpture consistently in London, though he also occupied himself, especially in America, very successfully with portrait work in oils. His busts of Lord Wolseley, of Lady Alice Montagu (1898), of Forbes Robertson (1895) are well known, and later than these are his portrait busts of Sir Arthur Wing Pinero (1901) and of Paderewski (1902); his charming childish figure of "Betty" was reproduced in the *Builder* notice of last Academy. One of his most recent works, which I reproduce here, is the Ashley Memorial at Romsey; and I give another plate of the memorial to Prince Christian, commissioned by Queen Victoria, and placed within St. George's Chapel at Windsor. Besides this, to illustrate his mastery of the nude form, is placed his charming creation of "Eve."

Mr. Fuchs is a skilful and successful medallist, and his talents in this direction were made use of by the late King, for whom he modelled the relief portrait on his coins, and by Queen Victoria, whose medallion portrait he modelled to commemorate her entering the twentieth century. We give here a reproduction of one of his most successful medals, that of the Hudson-Fulton Celebration at New York in 1909, which was commissioned from the artist by the United States Government. The front of the medal (here reproduced) shows the great discoverer on his ship entering the river; the reverse (to record the first use of steam navigation on the Hudson River in 1807) has a very charming group of three

The Ashley Memorial, Romsey.

By Mr. Emile Fuchs, Sculptor, and Messrs. Richardson & Gill, Architects.

draped female figures beneath the medallion portrait of Robert Fulton. I may add that this artist has an exhibition of some ninety works in sculpture and painting now on view at the Walker Art Gallery, Liverpool. Mr.

"Civic Administration."
By Mr. A. H. Hodge.

Fuchs is an indefatigable worker and devoted to his art. Seven o'clock, he tells me, sees him up and about most mornings, ready for a fencing lesson before he enters his studio; and I have often seen him as late as nine in the evening working at the Artists' Society, of which he was President.

The decorative sculpture of M. Faivre (of Paris) has already been illustrated in the *Builder* in the reproductions, in the Royal Academy number (June 13, 1913), of two of his fine decorative groups, designed for the late Sir Julius Wernher, to adorn the main staircase at Luton Hoo, Bedfordshire—Messrs. Mewès & Davis being here the architects.

In our present issue we are able to give some further reproductions from the decorative art of this sculptor, which possesses very markedly the qualities of suavity, rhythm, balance in composition, and frequently very high beauty of type. The frieze over the entrance of the Royal Automobile Club in Pall Mall must be known to many of our readers (Messrs. Mewès & Davis, architects), as well as of the Crédit Foncier of France, whose frieze is likewise from M. Faivre's design. In both of these the artist has overcome the difficulties of

The Landing of Hudson on American Soil in 1609.
By Mr. Emile Fuchs.

(Obverse of the Official Medal issued in 1909 by the Hudson-Fulton Committee.)

spacing in the angles of the cornice, and handled the nude and draped figure with distinction.

Our illustrations here reproduce two of the figures (in marble) of "Upper and Lower Egypt," designed for the Museum of Antiquities at Cairo, of which, M. Marcel Dourgnon is the architect; and we also reproduce a very charming marble relief of "Spring (*Le Printemps*)," as well as his funeral monument, in the same material, of a lady lying recumbent in the sleep of death, with her faithful dog keeping watch.

I should like before leaving this fine decorative sculptor to allude to some of his work for private houses at Paris (Messrs. Mewès & Tarling here also the architects), especially to his reliefs for the Hotel of Madame Hériot of "Winter" and "Summer," in which he handles the figure as a decorative theme with the greatest felicity; while for those "hôtels de luxe," which are such a feature of modern travel, we have his beautiful female figure of "Abundance" (in stone), designed for the Hôtel Ritz at Paris, and his reliefs of "Art" and "Poetry" for the Hôtel Sotoy-Calvo at Buenos Ayres (Christophersen, architect), which are perhaps his finest achievements in ideality of figure treatment.

The work of Mr. Albert Hodge in decorative sculpture is entirely different—less suave, less rhythmic, less polished, but more forceful in its personal expression.

Take, for instance, his fine group, which we give among our inset illustrations, both from the front and back view, to illustrate the energy and heroic movement of this draped goddess who guides her sea-horses with extended trident.

Mr. Hodge, who was a trained architect, winning the Gold Medal of the National Competition, before he turned his attention to decorative sculpture, has worked (with Messrs. Lanchester & Rickards as his architects) at Cardiff, and is now busy on the group of the Glamorgan County Hall. His larger decorative work, of which we give several other illustrations, dates from two or three years back, which is suitably architectonic in character. Here, too, we are illustrating his leadwork cresting the top of

Fragment of Base of Caryatid.
By Mr. A. H. Hodge.

Lead Cresting. (British Museum Extension.)
By Mr. A. H. Hodge.

Fragment. ("Sea Urchins.")
By Mr. A. H. Hodge.

Group over Doorway of Municipal Buildings. ("Law.")

By Mr. A. H. Hodge.

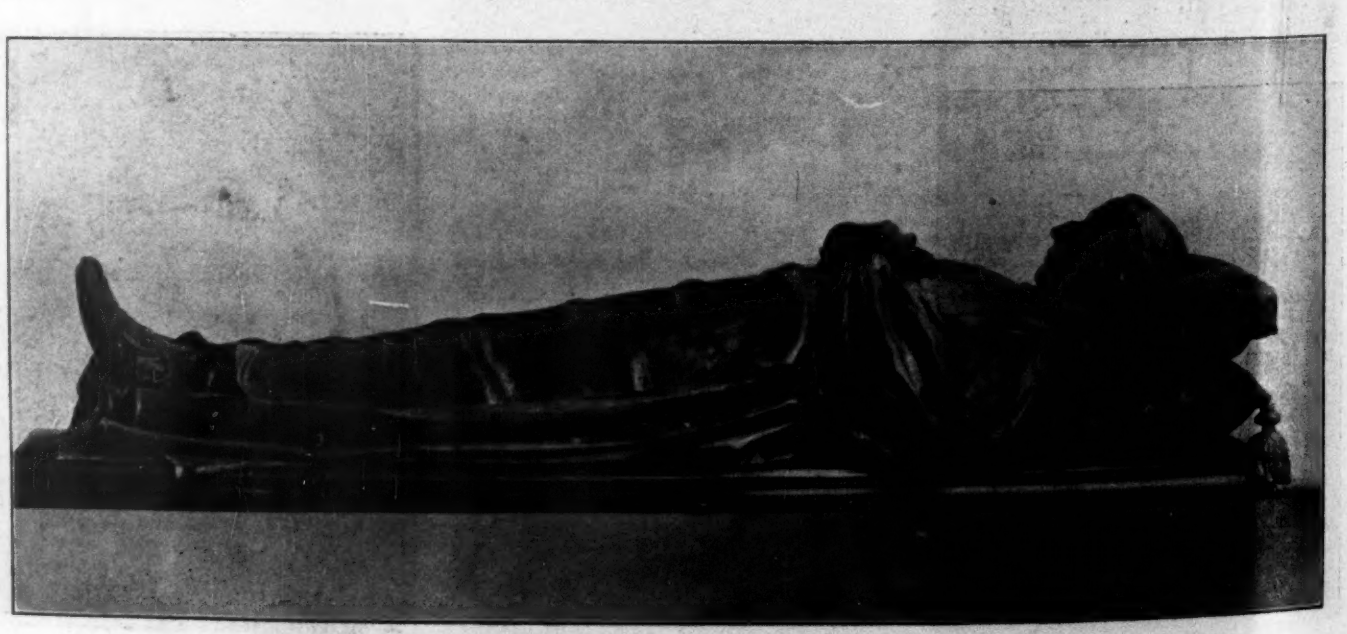
the new wing of the British Museum, where Mr. Burnet, F.R.S.A., was the architect; and the plate, though small, will show the delicacy and beauty of this lead casting, of which the sculptor spoke to me himself with interest.

The feature which I most admire in Mr. Hodge's art is its thorough structural unity with its material and surroundings. He says himself: "The quality we desire most in our work is that it should have the feeling of being cut out of the solid. It should never lose its stony feeling, never be clay-modelling in stone; it must be materialistic." His work is throughout sincerely decorative. Trained in architecture (and this is a point to which I shall return), he feels the architectural necessity and the architectural surroundings. In pure sculpture his statue of Burns may be less easy, less sculpturesque than that which we illustrate for the work of Mr. Pomeroy, though here, too, his reliefs of "The Cottar's Saturday Night" and of "Burns at the Plough" have great merit; but in his purely decorative work he makes a step forward and points the way to further progress.

The exigencies of my space force me to deal more briefly with the work of two very interesting younger sculptors, Mr. Henry Poole and Mr. Charles Hartwell. A very attractive example of Mr. Poole's decorative sculpture—his figure of "Painting"—was reproduced in the *Builder* Academy number of June last; and we now supplement this by his figures of a Triton and Mermaids—the latter admirable in its grouping and strength of design. We reproduce here, too, an example of his decorative sculpture at Newmarket, and the memorial tablet to Coralie Decima Chatteris, whose simplicity of design is part of its charm. The marble monument of "The Reformers" is, of course, on larger scale, and excellent in its grouping and architectural treatment.

Mr. Poole has had architectural sculpture in the following buildings: Cardiff Town Hall, Deptford Town Hall, United Kingdom Provident Institute, Wesleyan Central Hall, and Messrs. Obach & Colnaghi's Galleries in New Bond-street; he is now engaged upon one of the ten marble figures for Cardiff Municipal Buildings, which I mentioned in connection with Mr. Pomeroy. Thoroughly absorbed in his profession and its outlook, he writes me: "In England I think that the qualities we lack most in monumental sculpture are freedom of style and subject. No sculptor can make a success of the portrait of the body of a gentleman, already deceased, from perhaps one small photograph of, say, a front view. His head only is of value; the rest of his body has no meaning or interest to the public. The true work of a sculptor should be to raise a monument to a man. The world is full of beautiful subject-matter."

We regret that want of space prevents us from giving more than one illustration of Mr. Charles Hartwell's monumental sculpture, but for that purpose we have chosen his beautiful recumbent figure of Archbishop West Jones, which is part of a memorial in bronze and marble erected in Cape Town Cathedral, South Africa. Mr. Hartwell is



Archbishop West Jones, Cape Town Cathedral.

By Mr. C. J. Hartwell.

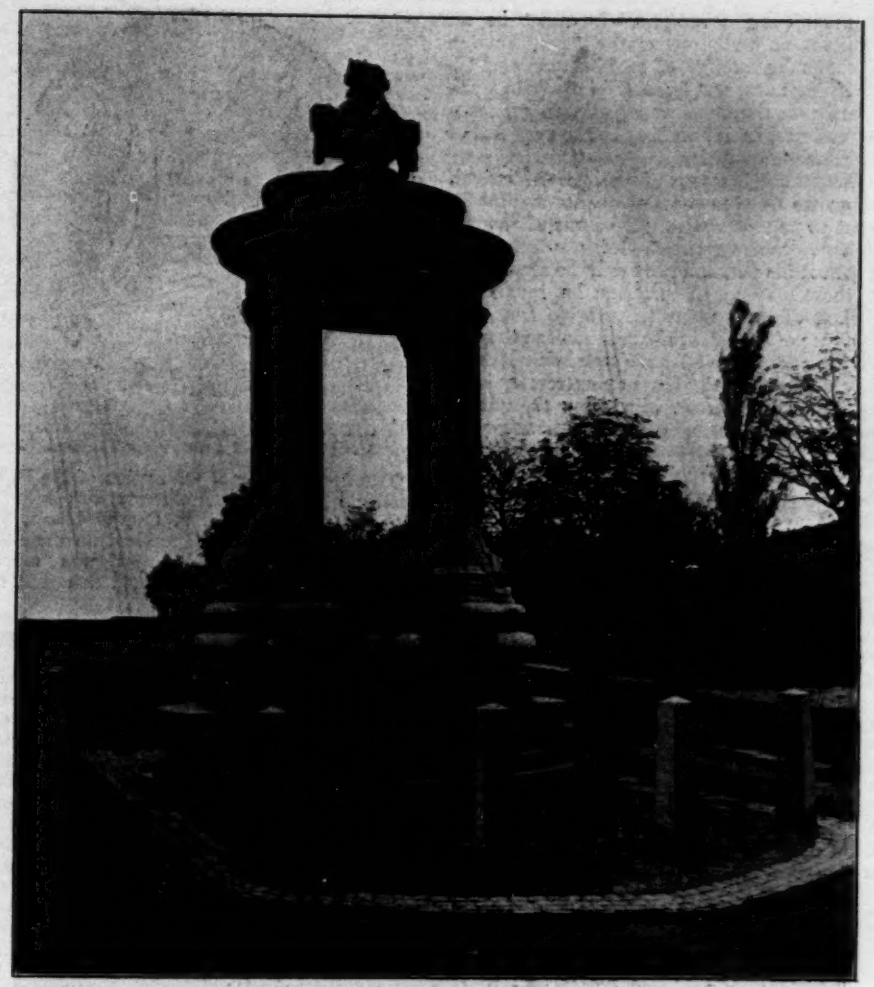
now at work upon a figure (7 ft. in height) of Sir Alexander Taylor, which is to be erected at Delhi, and also upon the sketch-model of a statue of similar proportions of Sir Frank Swettenham, G.C.M.G.; and he writes me: "It may interest you to know that I have been entrusted with the production of a silver statuette of Capt. Oates, of Antarctic fame, which the officers of the Navy are presenting to the officers of the late Captain's regiment—a most interesting commission."

A very skilful modeller and teacher, Mr. Hartwell has for some years had charge of the modelling classes in the South London Polytechnic Art School.

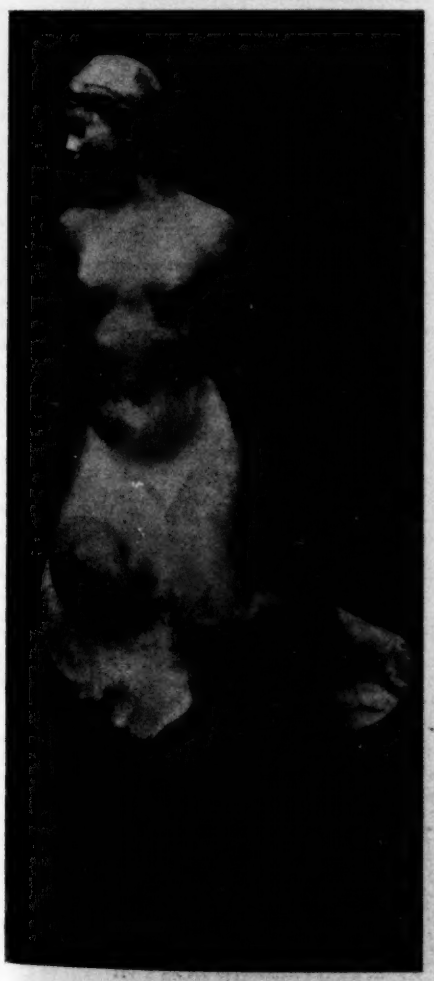
With his name I conclude my survey of the work here presented, and I ask myself what lesson can be drawn from this work as to the present position of decorative and monumental sculpture with us, and still more as to its future development. One very obvious conclusion is, at least, this—that we have no lack of skilled and enthusiastic workers. If there are defects—and, of course, there are defects—they are incidental, not organic. The general level of the work is good; the fault, if fault there be, lies less with the workers than with want of appreciation and sympathy in the public.

If the public wanted really first-class architectural sculpture in our buildings it would certainly get it; but the public is indifferent, apathetic, and the architects, when they do let themselves go in this direction, do not exercise sufficient selection and do not get a good level of decorative work. Any of my readers need only expend twopence on a ride outside a motor-'bus through the principal streets of the West-end and the City of London to verify this remark, and to form for themselves an interesting collection of comparatively recent atrocities.

Mr. Pomeroy lately expressed to me his opinion that the Gothic revival gave a set-back in this country to architectural sculpture, even while admitting the fine work on the Albert Memorial—though this is rather in the reliefs than in the single figures. And yet Mr. Albert Hodge has truly said: "The finest sculpture has been architectural, and has had allotted to it a part as important to the integrity of the whole composition as the column and the entablature"; and this is true. —as this sculptor pointed out in his address to the Birmingham Architectural Association—of Gothic art as well as Greek, of the Parthenon as well as the sculptured figures of Chartres Cathedral. The interest and the output of decorative sculpture—partly from the public apathy, partly perhaps from the expense involved—has declined; and it is before us, if we want the finest sculpture through the Empire, to revive it. For the heart of that Empire still beats here in London.



Drinking Fountain in Memory of Sir Daniel Cooper, Newmarket.
By Mr. H. Poole and Mr. E. A. Bickards, F.R.I.B.A.



"Musidora" (Brighton Autumn Exhibition—1913).
By Mr. Selwyn Brinton.

But now yet another suggestion of importance to the issue. Does our present training give us the best chance of fine work in this direction? Mr. Hodge—I think very fairly—has pointed out this weakness. "The sculptor," he says, "is first set to draw and model from the antique before he understands what is the meaning of the word sculpture. Then when he can faithfully copy . . he is put into the life class. There he remains till he becomes a full-fledged sculptor—in other words, a student who can faithfully reproduce life, but knowing little of any architectural principles of design. . . . He becomes a clay-modeller, and when he gets a job to do he is surprised to find that his carvers cannot get the effect the work had in clay in his studio. How could the result be otherwise?"

Here, then, are two suggestions, which I leave before my readers at the conclusion of this article. First, the possibility of a revival among us of the finest decorative sculpture! And let them mark here that this is being not only attempted but carried forward successfully elsewhere. In modern Italy the Government, by a judicious patronage of sculpture, is fostering an art which has produced within quite recent years, as I have pointed out in these columns, artists of great achievement and extraordinary promise. In America, under the unfavourable conditions for the plastic arts of a Puritan tradition and inheritance, the energetic propaganda of one society has reversed the whole position, and is filling the United States with architecture and sculpture wedded into noble harmony. Does not our Empire offer as grand and as virgin a field?

And now my last and second point. The sculptor we need for this achievement must

Memorial Tablet.
By Mr. H. Poole.

be more than a sculptor—he must be an architect as well, or, at the least, have a thorough knowledge of architecture and its governing laws, and himself be ready to work directly on the stone or marble, to get from the material he is handling to the very full of its inherent qualities.

The Italian Masters of the great Revival, whom we have never yet really surpassed, point to us this lesson. Take one of them—perhaps their greatest—Michelangelo. As architect his position need only be mentioned in these pages; as sculptor he invariably worked directly upon the marble from the guidance of a small study or model, so that an onlooker tells us: "I have seen Michelangelo knock off more chips from an extremely hard marble in one quarter of an hour than three young stone-cutters could do in three or four."

The written word is a seed; and I leave these suggestions with my readers in the hope that some day and some way—even the least expected—may bring them forthto fruit.

THE OLD HALLS AND MANOR HOUSES OF YORKSHIRE.

Mr. B. T. Batsford will publish early in December Mr. Louis Ambler's book upon the "Old Halls and Manor Houses of Yorkshire," which has been some years in preparation. The volume will be profusely illustrated by collotype plates, photographs, and drawings. Mr. Ambler is a Yorkshireman, and has devoted considerable study to the domestic architecture in his county. Mr. Batsford intends publishing in the book a list of subscribers whose names are received up to the end of November.

Design for a Memorial: "The Reformers."
By Mr. Henry Poole and Mr. E. A. Richards, F.R.I.B.A.

PRESIDENT'S ADDRESS.

THE first meeting of the session of the Royal Institute of British Architects was held on Monday night at No. 9, Conduit-street, W., Professor R. Blomfield (President) in the chair.

The usual formal business was carried through, and the President then delivered the following address:—

THE OUTLOOK OF ARCHITECTURE.

"In an address which I had the honour of giving in this room on a recent occasion I reviewed in a very cursory way the ups and downs of architecture in this country during the last hundred years. I brought my survey down to the rise and gradual failure of the Gothic Revival. To complete the main outlines of the picture, it is only necessary to remind you of the reappearance of Classic and its gradual consolidation within the last twenty years. At the moment of its triumph Neo-Gothic was already undermined by the rhetoric of its advocates, and even by the adventurous spirit of some who had been trained in the strictest sect of the Pharisees. It is now many years since raiding expeditions into the territory of the Renaissance were made by Devey, Nesfield, and Norman Shaw; and these have been followed up by a systematic study of Classical architecture which has resulted in the recapture of some at least of the scholarship of the art. Undoubtedly interest in architecture is more widespread than it was, and our literary friends are well to the front, telling us of our failures—what we ought to do and how to do it. Experienced architects are not very likely to be turned from the course they have set themselves by criticism and clamour, but the rising generation may feel some doubt and perplexity, and I think the time has come to take stock of the situation so far as it is possible to do so.

The Criticism of Architecture.

It is not an easy thing to do, and I must ask for your tolerance if I seem to you to misread the signs of the times. It is difficult to appreciate contemporary art with any certainty. One cannot get far enough back from it to place its features in right perspective. The tendencies that result in history do not lie on the surface, and what appears to be a new light may be only the will-o'-the-wisp of a passing fashion. Moreover the problem of architecture is very complex; and as the power of literary expression is seldom in ratio to technical knowledge and ability, our guides and critics may possibly misapprehend the situation, and leave unnoticed those strong impulses in artists themselves which must be the foundation of any real progress in the future. Our critics do not always grasp the continuity of architecture and its solid basis in facts, and, I believe, it is this omission which explains their hankerings after new styles and their clamour for originality, no matter whether it is good, bad, or indifferent. For some generations art criticism has suffered from a certain feverish impatience, which has blinded it not only to the intimate and necessary connection of the architecture of to-day with that of the past, but also to the germs of future development, latent in that contemporary art which it is the common practice to minimise and disparage. It is only a few years back since critics, whose training should have given them more insight, complained of a lack of initiative in those who, through good report and evil, steadily pursued our national tradition of Classic architecture. Time has justified those men, and a very few years have shown the practical certainty of disaster that waits upon jumps into space.

That point of view has been dropped by serious critics, and our professional writers are too well informed to believe in the value or even possibility of any violent cataclysm in architecture, such as that now being attempted by the Futurists and the Cubists in painting and sculpture. We, at any rate, know that architecture is too serious an art to pay any attention to quack remedies. Meanwhile architecture, or perhaps I should say architects, are attacked from another quarter, and the attack—I do not know whether consciously or not—is a repetition of the polemic of the Neo-Gothic enthusiasts of the 'seventies. A clever writer in the *Morning Post* has drawn a charming picture of those glorious days when Gothic architecture was run entirely by the Guilds; when the workman was unchecked by the architect and his T-square, working his own sweet will as a free and glorious artist; when the building craft was the greatest in the world and the Guilds were its embodiment, storehouses of knowledge, "the vat," if I may quote his words, "into which the experience of all ran." The master masons, he asserts, were "cultured men, the associates of princes and scholars; they built with extraordinary audacity and imaginative resources." We are now told that architecture has lost this fount of inspiration, and we are bidden to throw over our scholarship, our draughtsmanship, our powers of design, our trained technical ability, and watch the "felicity of action and latent understanding" with which "a mason tosses and turns a brick." (I may mention in passing that the Bricklayers' Union would very soon be on his back if he did!) The writer, Mr. March Phillipps, is so haunted by the idea of an architect that he goes so far as to say that he never met a man, other than an architect, who had a good word to say for

the architecture which ranges from the reign of James I. to that of George V. I think he must have forgotten Greenwich Hospital and Hampton Court, St. Paul's Cathedral and Somerset House; and, without desiring to enter into controversy, one is compelled to question the historical accuracy of Mr. Phillipps's charming idyll. I seem to detect the trace of an ingenious theory which a few years ago was spun round an obscure association known as the Comacine masters. Were the Guilds the last refuge of the building art—the high-minded guardians of all that was noble and beautiful in architecture, thrust out of place by an arrogant intellectualism? Were they not, in fact, so hopelessly corrupt in their latter days that the "adverse legislation," as Mr. Phillipps calls it, became an absolute necessity of intelligent government? I would ask also, were the mediæval workmen the consummate masters of the building art that our critics would have us believe? Is it not also an historical fact that many of them built extremely badly, that church towers of the fifteenth century have simply collapsed in France, that some of their most ambitious ventures in construction, as at Beauvais, failed almost at once, and had to be precariously maintained by a network of iron bars? Those who have had the handling of old buildings have had it driven into them again and again that the average building of the Middle Ages was inferior rather than not. I am talking simply of building, not in any way of design and details of ornament, and I say deliberately that at the beginning of the sixteenth century most of the master-builders were bad builders; and, if our critic has any doubt on the matter, I would remind him of what happened in France in the reign of François I., and of the contemporary evidence of Philibert de l'Orme on the master-builders of his time.

Our critic imagines a divorce between the modern architect and his workmen that does not exist. "Labour," by which is meant the skilled labour of the building trades, is not in "the state of helpless ineptitude and dull impotence" which Mr. Phillipps supposes. The architect is not a truculent and arbitrary tyrant, any more than the workman is a Heaven-born but downtrodden artist. They are both, let us say, honest men trying to do their allotted work, and some of them do it exceedingly well. All good architects value a good workman; the unsympathetic attitude of architects is wholly imaginary, and the phrase, "The untravelled workman," which Mr. Phillipps imputes to me, was, if I recollect aright, the invention of a somewhat intemperate champion of the art master, and I am not conscious of ever having used it at all. Mr. Phillipps makes a distinction between "creative construction" and "imitative construction"; the first he identifies with Gothic architecture, the second with Classic. Surely this begs the whole question; this distinction, which is to be the key to the architecture of the future, is only a repetition of the outcries of Ruskin. Nobody—no practising artist, at any rate—ever thought about such things before his time. The idea is of purely literary origin; it has no justification in history. On the contrary, it makes the serious error of overlooking the work of tradition in both mediæval and Classical architecture, that slow and almost unconscious moulding of architectural forms from generation to generation. It is an idea that has arisen from the habit of regarding the details of architecture as architecture itself, of concentrating attention on words rather than on language. Nor, as a student of the history of architecture is one in the least disposed to accept the assertion that the architect is the *fons et origo malorum* in architecture, and that he is so by reason of his trained ability, for that is what the charge amounts to. The more closely one studies certain contemporary criticism of the arts the more convinced one is that it is inspired by the dictum of the celebrated "Capability Brown," that "knowledge hampers originality." Mr. Phillipps says that in mediæval building there was not "a sign of a dictate, automatically delivered and passively accepted," but he has himself to admit that in more "important operations" the work would be "supervised by some craftsman of more than local repute." Indeed, unless human nature was different in kind in mediæval times from what it has been both before and since, building operations could only have resulted in Towers of Babel, unless there was somebody in control whose dictates were both delivered and accepted. That he was not equipped as a modern architect we are all agreed, but that he was a person of superior knowledge in control of the workmen is also certain, and this knocks on the head the engaging theory of the workman and his own sweet will. We have to get back to the facts, and I have dealt at some length with this criticism of modern architecture because Mr. March Phillipps writes so well that some danger to the right understanding of the art lurks in his well-turned sentences. The views that he advances are, I think, off the track of history. No serious advance is to be made by turning our back on the immediate past or blinking the facts of the present and trying to jump the centuries. This idea that the hope of architecture lies in the untrammelled (not untravelled) genius of the British workman is the merest *ignis fatuus*. Anyone who has first-hand acquaintance with the condition of modern building, with the methods of modern construction, with the qualifications of the modern builder and the temper of the modern employer, knows that the suggestions of our critics are impossible in practice, and that even if they were possible the result would probably be an exaggerated version of the efforts of the speculative builder. The man of genius who first made popular this delightful dream of mediæval art had the excellent sense to call his message "news from nowhere." Morris's theory of architecture was just the expression of his own temperament, and the logical corollary of his personal conception of architecture as the drudge and vehicle of decoration on the one hand and of practical necessity on the other. This view is constantly reappearing in modern criticism, but I would remind our critics that architecture is the greatest of the plastic arts, and that it is not its function to sit at the feet either of the ornamentalist or of the engineer. I do not think that architects were seriously alarmed as to the future of their art. They will agree heartily with Mr. Phillipps in his search for simplicity and sincerity of statement. Where they will entirely decline to follow him is in his subordination of architecture to the ignorance and incompetence of "average labour" (the phrase is Mr. Phillipps's, not mine).

So far I have endeavoured to put before you what I may call external criticisms of architecture. We cannot entirely disregard them because they are widely read by the general public, and as they are usually stated in excellent English, they may have a far-reaching and unfortunate influence, against which we have to be constantly on our guard. The difficulties in which the art was landed by the unbalanced eloquence of a great writer in the last century are a matter of common knowledge.

The Future of Architecture.

Now let us consider the art from our own point of view. Anyone who has studied history knows how slow and gradual has been the growth of architecture, by centuries in mediæval times, by half-centuries from the dawn of the Renaissance down to the end of the eighteenth century. These advances, too, have been made not by deliberate intention, but almost on compulsion, in order to meet the changing needs of a constantly expanding civilisation. Looking back on the past we can trace the successive steps, we can show the development of construction and the gradual perfecting of technique, and we can follow more obscurely the trend of artistic thought, the gradual consolidation of those impulses which lie at the back of vital movement in the arts. The road is unbroken—where we miss it; there is no hiatus, in fact, but only in our knowledge of the facts; and if there is one thing more certain in history than another it is that of all the arts architecture is the most steady and consistent mover. The idea of the Futurists that architecture will advance by being turned upside down is not worth the consideration of serious students.

On the other hand, the arts do not stand still—architecture least of all, because it is essentially a practical art. Fresh problems present themselves in planning; provision has to be made for the ever-widening range of applied mechanical science, new methods of construction have to be considered, the practice of architecture becomes more difficult every year, and the modern architect has to deal with a range of subjects which would have paralysed his grandfather. The question we have to consider is how far these changed conditions are likely to affect design, and how we architects should set our course if we do not wish to drift on to the quicksands of futile experiment. It has sometimes been suggested that the future of architecture lies in a resolute rejection of all the accepted forms of architectural expression. What we are to do after this I am not quite clear, because some of our critics tell us that we should leave our steelwork and our reinforced concrete just as it is, and others want us to spin new forms out of our inner consciousness. Our critics are so dreadfully impatient, architects may well say, like the unfortunate debtor, "Have patience with me and I will pay thee all." But that is just what we are not allowed to do, because our public is never quite sure whether we are the enemy of society or the *Deus ex machina* who can resolve every conceivable difficulty. The past fifty years has seen some desperate endeavours to invent something new, experiments in various styles in the past, and experiments in what is fondly believed to have no relation to the past. I think it is time we gave up these conscious and artificial attempts at originality, and let it find itself. Where our critics go wrong is in demanding a new language when they ought to be demanding new ideas. The old language will do very well if we are masters of it and have the brains to use it to the full.

Meanwhile history has been making itself, and making itself in a rather curious way. If we go back to the last quarter of the nineteenth century we find that the orthodox Classic of the older school had dwindled away to dullness and decrepitude, the Gothic Revivalists had broken loose in all directions and afterwards lost their clue, having condensed into some thirty years all the variations of an art that had taken five centuries to run its course. The more original among these men had for years been feeling their way out with tentative excursions into the Renaissance—Nesfield at Kinmell, Devey in many a picturesque country house, Norman Shaw, who, with all his genius in design, reached his Classic too late in his career, and close on the heels of these came men who, I am glad to say, are still with us, and who won their spurs when some of us were still in our articles. Meanwhile a generation has grown up no longer content with odds and ends of detail, however picturesque, but anxious to get to the heart of things, and to grasp the informing spirit of Neo-Classic architecture. The technique of the art in its widest sense, not only in the nuances of detail, but in the larger aspects of planning and composition, rhythm and proportion, has received in recent years a study and attention such as had not been given to it since the days of Cockerell, and we have now before us versions of Neo-Classic which deserve to be taken seriously; and out of which, I believe, may ultimately develop that standard manner which is essential to the appearance of any such vernacular art as existed in civilised Europe in the first half of the eighteenth century. I think all close observers of modern architecture will admit this real advance, and this gradual *rapprochement*, as I have to call it, of the ablest designers that we have. It exists so far in a common point of view rather than in an identical manner, because we have varying versions of Classic all worth taking seriously—the attempt to pick up the thread of Cockerell's tradition (a possibly somewhat dangerous leaning towards the fashion of our colleagues in France) and the more sober manner based on our own Classic of the earlier part of the eighteenth century. That any one of these should sweep the field entirely is neither to be expected nor to be desired. Such a result would be alien to the genius of our race for individualism and its robust dislike of pedantry.

Nor would it be a complete synthesis of all the factors in the case, for ecclesiastical architecture has yet to be taken into account. Our English clergy still cling to Pugin's totally unhistorical claim that Gothic is the only possible form of religious architecture, and, Classical churches being ruled out of court, our architects have to persevere with Neo-Gothic. Let me say at once that some of them design in it with great ability, and that, so far as my observation goes, the architects of this country are the only ones who have got within range of the subtle and elusive spirit of mediæval art, so far as it is possible for anyone to do so. Then, too, there is that Byzantine strain which found such wonderful expression in Bentley's church at Westminster. Its influence is less marked than it was, but it has been a valuable factor in the advance of architecture, because, in its austerity and reserve, in its feeling for surface ornament and the value of abstract form, it is akin in spirit to the purer forms of Classic art. All these elements the wise artist has to note, and in spite of their different

idioms he may find a certain bond of kinship in their constant effort after simplicity of statement, and even the most ardent Classicist may learn a lesson from the elasticity and resourcefulness of Gothic.

Let me say at once that I am not advocating the eclecticism that has done duty for design in the past. Every artist has to find his own personal method of expression, but the wider and deeper his range of study the more flexible and the more assured will be his art. Craftsmanship in the sense of the dexterity of hand acquired by specialised work in one direction and on one material is an admirable thing, but it is not architecture, nor does it represent the aim and ideal of an architect in regard to his art.

The only effective source of development in architectural form must be new conditions of building, and this will be very different from that new and original style for which our critics hanker. The fashion of ornament may change, but the problem of architecture does not lie with ornament, and the epoch-making discoveries in the art have arisen from practical necessities handled in the most direct and even uncompromising manner. Witness the Colosseum and the dome of the Pantheon. The designers of these great buildings did not trouble their heads about inventing fresh detail; what they found to hand was good enough for them. Where the Roman architect was so great, greater even than the Greek, was in the masterly handling of a great conception, in that power of bringing the mind to play on the actual facts. The American skyscraper is also an example of a new form arising from new necessities, though the solutions have not always been happy, because the essential elements of tower design have been forgotten. It comes, I think, to this, that, although new architectural forms in the sense of new outlines, new groups and masses will naturally develop out of the changing problems of civilisation, no necessity arises for anxious effort to change the ordinary vocabulary of architecture. Perhaps of all futile experiments in originality the competition for a new French order to glorify Louis XIV. was the most gratuitous and the most ridiculous.

The question still remains how we are to deal with inventions such as reinforced concrete when used for the exteriors of buildings. Are we to adhere to the shibboleth of the Gothic Revival, and show our construction naked and unashamed, and are we to suppose that our æsthetic sense will alter so materially that we shall presently find pleasure in ranges of openings supported and separated by the thinnest piers to which the engineer can reduce our points of support? What may happen to our æsthetic sense in the future no one can say in view of the chronic assaults made on the sanity of the public. The only evidence is what has happened in the past, and that evidence shows that, though from time to time there have been eccentric aberrations, the orbit of taste has ranged between fairly determinable points, and those points have not included such skeleton building as is of the essence of reinforced-concrete construction. If, as I incline to think, our dislike of it springs from some deeper instinct than mere unwillingness to change, we must reserve our freedom to use inventions such as reinforced concrete as mere instruments of building in the same manner as we use steel construction, or as the Romans used their system of brick ribs and arches. I see no reason why, in dealing with this and similar methods, we should not avail ourselves of all the weapons in our armoury, translating our construction into such forms as will best express the central conception of our design. In other words, we are not compelled to subordinate our design to the instruments we employ. There is always a touch of the aristocrat about the Mistress Art.

What conclusion is to be drawn from the considerations I have endeavoured to put before you? What is it we should aim at, and how far are we likely to realise our aims?

We have to accept the fact that we are at the end of 150 years of eclecticism. The last genuine tradition died with Chambers. His successors carried on his manner, but other elements had come into play—the Romantic movement on the one hand and the age of archæology on the other. Architecture, most unfortunately, came within the literary net, and it has not yet escaped it. Hitherto—that is, till the latter part of the eighteenth century—architects had studied old work assiduously, but it was with the object of perfecting their technique. The archæologists have worked with quite different objects, and, though they have done invaluable work in extending and correcting our knowledge of the past, their labours have had the curious result of placing architecture on the wrong issue, and of reducing architects from time to time to a state bordering on imbecility from the very profusion of the details at their disposal—a fact that will need attention in the conduct of the new British School at Rome. From this state of things I think we are emerging; the limits and the relation to each other of architecture and archæology are becoming clearer, and the conviction has been steadily growing in the mind of architects that details are but the outside of the cup and platter, and that their value is conditional on the use that is made of them. This is the first step towards the reorganisation of architecture and its recovery from the chaos of the nineteenth century.

We cannot escape the difficulty of modern architecture that we are offered too wide a choice, that there are too many wells to draw from in the interminable issues of photographs and illustrations, and also that there are too many fashions set by irresponsible people. The temptation to yield should be met if our architecture is to be robust; and the way to meet it is to shape differently at the problem of design, to search for the idea, and let the form develop out of it. A master idea carries with it its own expression, and to a mind well stored with the language of architecture the form follows the idea so closely as to be almost inseparable from it.

I am not going to attempt any prophecy as to the future of architecture in this country. My own view is that genuine progress is likely to be made only along lines already laid down, by the skilful use of opportunities as they occur in plan and construction, and by the watchful care of all elements in design that pull the same way, namely, in the direction of strength, refinement, and sincerity of statement. Our French colleagues, I am told, deprecate our ventures in monumental Classic, and would urge us to follow the models of Late Gothic or even of Jacobean architecture. I can only suppose that these gentlemen are unacquainted with the work of Wren and Vanbrugh, Hawksmoor, Gibbs, and Chambers. In the work of all these men there is latent a tradition, still unexhausted, still capable of development and application to the problems of modern architecture; and this question of tradition is of the first importance. We ourselves are, I believe, slowly moving towards the only possible standpoint in gradually concentrating on the tradition of English architecture of the eighteenth century, and our French critics seem to me to have shown little wisdom in deserting the splendid legacy of the Gabriel. What can be done by working on the lines of national architecture has been shown in some of the buildings of that accomplished architect, Ludwig Hoffmann, of Berlin; perhaps a little over-accentuated, a little over-strenuous, but, as far as I understand it, stamped with the genuine impress of the traditional architecture of the German States.

The Task before Architects.

Our course, then, is clear. We are not to be rushed by the outcries of our critics or moved to hurry by frantic attacks on architects, made sometimes for reasons quite unconnected with architecture. We should pursue our steady way, strong in our knowledge of the past and in our faith in the future, and in that enthusiasm which is the privilege of creative artists. For this kinship of artists should be the real bond of union between architects, the source of that honourable fellowship without which individual efforts must too often fail. And, in concluding my remarks, I would urge the value, and indeed the necessity, of this *esprit de corps*. The career of an architect is by no means an easy one. Unforeseen difficulties may arise in his way, and he may need that helping hand which, I hope, will never be refused by his colleagues. In all such cases we should stand by our brethren. Moreover there are intricate and difficult questions to be determined by the profession in the near future, one in particular which has blocked the way for a generation and which has for years received the anxious consideration of successive Councils of this Institute. I have every hope that at a near date your Council will be in a position to offer you its considered suggestions for the solution of that question. I will only remind you that such questions can only be settled by pulling together. You will recollect Æsop's fable of the bundle of sticks. It is not to be supposed that any method can be devised which will be wholly acceptable to everybody. But when the solution to which I refer is suggested to you I feel sure that this *esprit de corps* will have the full scope and bearing that it should have in a great profession such as ours, and that we shall not trust in vain to this same honourable sense of fellowship."

Lord Milner,

in proposing a vote of thanks to the President, said that in all the battles the President had fought in the architectural field he had always been animated by the highest conception of his art, and had always fought primarily for its honour and glory. It was not only for his great achievements as an artist, but also for his great belief in the Mistress Art and his loyalty to it, and his spirit of good-fellowship which brought to him the esteem of those who were engaged in the same profession. The men who did great service to architecture did great service to the State. Of all the arts it was the one which had the widest range of influence, and the welfare of which was of the most vital importance to the great body of the community. He was afraid that many of them passed their lives untouched by the other arts, except possibly music; but it was impossible to escape from architecture consciously or unconsciously—the Mistress Art had got them all in its grip. Whether the experience was elevating or depressing or painful, there it was. They were always exposed to the influence, and therefore anything calculated to raise the standard of architecture, to keep up its highest tradition, and possibly some day to bring them back to something like an accepted standard was of the greatest importance to the whole community. He often wished that they had in this country something like what the Romans had—he meant ædiles. He did not for a moment wish to suggest that he wanted to put more bureaucrats in the position to repress the individuality of the artist; but he felt that the public was entitled to some protection. Certainly no wise Government, if it suggested such a thing as a Minister of Fine Arts, would not do so with the idea of controlling the arts, but, on the contrary, with the object of giving the artist some chance of assisting or protecting the public. There was just one simple illustration he might give. An interesting discussion had been going on about the proposal they were threatened with of the erection of 120,000 cottages all over England by the State. He was an enthusiastic supporter of the idea of increasing the number of cottages, for there could be no more useful reform; but it was terrible to contemplate the possibility that in the pursuit of economy the country should be endowed with 120,000 yellow-brick boxes with slate lids. There was a real danger of something very terrible happening to the beautiful English country if there should be an enormous duplication of small cheap buildings erected without any sort of public control. He knew there was a necessity for these buildings, and he knew the importance of economy, but, speaking as a political economist, he thought it would be worth while for this wealthy country to spend £30,000 or even £50,000 more on these erections if they were to be built with public money, expenditure perhaps without a return, so as to prevent the English countryside being ruined by a vast number of unsightly and unsuitable buildings. Apart from other considerations, he thought that the beauty of the English country was partly due to the extraordinary charm of the fine old mansions and old cottages, which were perhaps unique in the world, and were an invaluable possession.

Mr. C. Cobb

(Chairman of the London County Council) seconded the motion, and said that, as the Chairman of the body which had to administer the Building Act, which was, he understood, a source of very considerable annoyance to architects, it was somewhat difficult for him to put in an appearance amongst them He had, however, been brought into connection with their President, who had acted somewhat in the position of an ædile in the matter of the Charing Cross and Mall approach. The opinion he formed was that if Professor Blomfield had not been a distinguished architect he would have been a distinguished diplomatist, for he succeeded in reconciling the most varied and conflicting interests, and by his coming in and helping them he believed they would eventually

reach a solution which would be an advantage to London.

The motion was heartily agreed to.

The President,

in reply, said that, going back to his earliest memories, he believed an ædile was one who saw things that were done the right way, and that no outrage on the public taste was perpetrated. They had several notorious bodies trying to do that at the present time, but apparently none with complete success. He would offer no opinion on the difficult question of a Minister of Fine Arts; but it was becoming a burning question which would have to be thrashed out in the future. As to the cottages, they came to this conundrum. They were told that reasonable cottages, which would not be a horror to the neighbourhood, were to be built at £110. They as architects knew it was perfectly ridiculous, and the sooner some of the absurd things which were scattered amongst the public were put right the better. Lord Milner had pointed out that, after all, the object of all of them was to raise the standard of architecture and keep it up to its highest traditions. That was the object of all serious architects, and he thought it would be found that was the object of that Institute. For years they had been trying to do something to distinguish as between the totally unqualified person and the qualified person, and try to get at a right and reasonable standard of attainment for anyone who was going to practise architecture. He hoped in the near future proposals of the Council would be before them, and that the most candid and impartial consideration would be given to them, and that out of years of experiment and trouble they would get a real permanent solution of the most difficult question of how they were to keep up the fine and great traditions of architecture in this country.

It was announced that the next meeting would take place on November 17, when Mr. H. V. Lanchester will read a paper on "The New Wesleyan Methodist Hall at Westminster."

ARCHITECTURE AND THE STAGE.

At the Strand Theatre a play dealing with Welsh life about eighty years ago is given under the title of "The Joneses." The piece, which deals with the antagonism between church and chapel and the comedy arising out of that antagonism, was very well received by an audience among whom we suspected there was a strong Cymric element. An allusion "to rare and refreshing fruits" aroused much amusement. We presume the building trade was not in strong force, as the said fruit is rather bitter in their mouths. The piece, which is humorous, light, and characteristically Welsh, and which escapes pathos, or indeed any of the deeper emotions of human life, was well rendered by a good cast, among whom we may mention John Thomas Jones, the landlord (Mr. Cadwalader Jones); Elizabeth Ann Jones, his wife (Miss Nancy Roberts); the Vicar (Mr. Harding Thomas); and Myfanwy Jones (Miss Eleanor Daniels).

The scenes, Penlan-Fawr Inn and Pen-Uechog Farm, are admirable and artistic settings for the play, and are most appropriate in design and detail.

At the St. James's Theatre Mr. Granville Barker has just produced a remarkable play, "The Witch," in four acts, by H. Wiers-Jenssen, the English version being by John Masefield. It is not often that such a powerful work is seen nowadays, and no doubt some playgoers will ask to be spared a repetition of anything like it, with its tale of sadness and gloom; but that it is an extraordinary, intensely interesting tragedy, the chief events of which develop inevitably, few people, we believe, could deny, while the acting on the part of a strong cast is on a very high level of excellence. The action of the play takes place at Bergen in the sixteenth century, and the story is quite a simple one. Anne, the young wife of old Absolon Beyer, falls in love with Martin, his son, and, hearing that her mother was a witch or the companion of one, wonders whether she has the power, said to be possessed by her mother, of calling others to her. She calls her lover, and he, hearing, comes; and in further exercise of her supposed power she wishes her husband dead, and tells him so, and the shock to a man with a weak heart kills him. In the last act Absolon's old mother, who hates Anne, accuses her of witchcraft, although Martin has proclaimed her innocence, and of having murdered her husband; and the wife, in the presence of witnesses, breaks down in the cathedral where the body is lying and makes a wild confession. There are some fine characters in the play, but the acting is chiefly remarkable. Miss Janet Achurch, as the aged mother, acted with extraordinary power; while Miss Lillah McCarthy gave a tense and brilliant representation of the young wife. Other notable and extremely well-acted parts are:—Herlofs-Marte, a witch (Miss Vera Tschaikowsky); Martin (Mr. Dennis Neilson-Terry); Absolon Beyer (Mr. J. D. Beveridge); and Master Johannes (Mr. Arthur Whitby). The scenery and the stage effects have been carefully considered, and much attention has evidently been given, and successfully, to detail. In fact, the scenery is not the least interesting part of a very fine production.

ARCHITECTURAL SOCIETIES.

The Royal Institute of the Architects of Ireland.

A general meeting of this Institute was held at 31, South Frederick-street, Dublin, on October 30. The President, Mr. A. E. Murray, R.H.A., occupied the chair. Prior to the meeting the Council received a deputation from the Architectural Association of Ireland, consisting of the President, Professor W. A. Scott, Messrs. H. G. Leask, H. J. Lundy, and H. Allberry, in connection with a scheme of architectural education promoted by the Association. The proposals of the deputation were welcomed by the Council, who agreed to co-operate in several material respects. Some suggested alterations to the by-laws of the Institute were discussed, and were subsequently referred to Council for further consideration.

Exeter Diocesan Architectural and Archæological Society.

The Society had selected the remains of St. Nicholas Priory, Exeter, and St. Catherine's Priory at Polsloe for an afternoon visit, which took place recently, and a good number of members assembled at the College Hall and proceeded to the Mint to view the remarkably interesting work being carried on there in opening up and tracing the various portions of the once famous priory. Under the guidance of Mr. J. L. Tonar, who has charge of the repairs being carried out by the new owners, the Exeter City Council, the various apartments of the abbot—the guest chamber, refectory, kitchen, undercroft, etc.—were examined and the construction and approaches explained, the extensive exterior was inspected and the various periods of architecture referred to. In explanation, and recording the investigations so far made, some good drawings, prepared by Mr. Tonar and Mr. Ralling, were exhibited. Reference was made to the small size of the cloisters and the probable position of the church. The party then proceeded to Polsloe and inspected what remains of this interesting local priory. Much of the work here is similar in style and construction to that of St. Nicholas, as well as the later work of those who adapted and embellished the buildings with oak panelling after they had passed away from the possession of the Religious Communities. The added features at Polsloe are the fish pond fed by the ancient "Mynchen" lake or stream close by, and the fine capacious mediæval barn. Shorn of their former glories, deprived of their churches, and devoted to far different uses, there is much left of both of these buildings to delight the architecturally inclined student and invite the attention of the mediæval archæologist. At the close of the visit thanks were accorded to the Council and to Mr. and Mrs. Hellier for permitting the respective priories to be viewed, to the Rev. E. C. Long, Rector of St. Olave's, for permission to use his parish room, to Monsignor Gandy for inspecting the detached portion of St. Nicholas, to the Abbot of Buckfast Abbey for an interesting historical communication concerning Polsloe Priory, and to all who had assisted in the profitable afternoon's proceedings.

BOOK RECEIVED.

THE ART ANNUAL: THE LIFE AND WORK OF E. BLAIR LEIGHTON. By Alfred Yockney. (London: Virtue & Co. 2s. 6d. net.)

GENERAL NEWS.

The Painters' Company.

Mr. Herbert D. Searles-Wood, F.R.I.B.A., has been elected Master of the Painters' Company, and Mr. John Jones and Mr. Octavius Satchell have been elected wardens.

Luxembourg Palace, Paris.

It appears that the project of removing the Luxembourg collections into the old Seminary of S. Sulpice is abandoned for the conversion of the latter as the future Ministry of Public Works. It is now proposed to house the statuary and pictures, which have overgrown the capacities of the old palace, in the Pavillon de Flore and the south wing of the Tuileries. The Luxembourg was begun in 1615, after the designs of Salomon de Brosse, nephew of Jacques Androuet du Cerceau, whom he succeeded as architect to Marie dei Medicis. The state staircase is by Chalgrin.

The Institution of Civil Engineers.

The Council of the Institution of Civil Engineers have made the following awards for papers published in the *Proceedings*, without discussion, during the session 1912-13:—A Telford Gold Medal to Mr. James Mackenzie (Johannesburg); Telford premiums to Messrs. H. Hawgood (Los Angeles), J. K. Robertson (Bombay), G. S. Perry (Sydney, New South Wales), and Gervaise Purcell, B.A. (Los Angeles); and the Crampton Prize to Mr. William Mason, M.Sc. (Liverpool). The Council have made the following awards in respect of students' papers read before provincial associations of students during the past session:—The James Forrest Medal and a Miller prize to Mr. P. M. Chadwick, B.Sc. (Birmingham); and Miller prizes to Messrs. A. J. S. Pippard (Bristol), T. P. Geen (Bristol), C. E. Holloway, B.Sc. (Bristol), J. W. Burns (Glasgow), and B. A. E. Heilig (Birmingham).

Victoria and Albert Museum.

An exhibition of Japanese colour-prints, lent by Mr. R. Leicester Harmsworth, M.P., will be on view in Rooms 71–73 of the Department of Engraving, Illustration, and Design, from the 6th inst. until March 21 next. The collection contains a considerable number of examples of the earlier artists, and is particularly rich in the work of Harunobu, Shunsho, and other eighteenth-century masters, the selection having been made specially to demonstrate the rise, development, and possibilities of the Japanese method of colour-printing from wood-blocks. An illustrated guide to the exhibition has been prepared.

The Board of Education announces that the Victoria and Albert Museum will in future be open on Sunday afternoons from 2 till 6 p.m. throughout the year instead of from 2 till 4, 5, 6, or 7 p.m., according to season, as hitherto.

A Spa for Brighton.

At their meeting on October 30 the Town Council resolved to promote a Bill in Parliament for powers to raise the proposed Aquarium Concert Hall above the adjoining Marine Parade, and to provide a hydropathical spa and medicinal bathing establishment similar to the Kurhaus at Wiesbaden. Competitive designs will be invited for a concert-hall at the west end of the Aquarium, with seats for 2,500 persons.

Mansion House, London.

The Corporation of the City of London are about to expend a sum of about £2,300 upon repairs of the Mansion House and renovation of the antique furniture, much of which is of considerable value. During the mayoralty of 1913-14 a redecoration of the saloon, vestibule, and main staircase will be effected, and subsequently the redecoration of the Egyptian Hall will be carried out. The interior of that hall has been ascribed to Lord Burlington. The name is derived from its accord with the "Egyptian Hall" described by Vitruvius.

Fire at West Clandon Church.

A fire broke out recently in the belfry of West Clandon Church and spread to the spire, which was built entirely of wood. In spite of the efforts of the Guildford Fire Brigade the steeple has been completely destroyed. Of a peal of six bells only one remained hanging on the frame, the other five having fallen to the floor of the belfry, where they lie broken. An ancient fresco depicting SS. Peter and Paul and St. Thomas à Becket was removed from the vestry, and the Communion table, with the cross and other ornaments, and the parish registers, which go back to 1536, were also removed to a place of safety.

Leading Contents.

	PAGE
THE PRESIDENT'S ADDRESS AT THE R.I.B.A.	475
ARCHITECTURAL SCULPTURE IN ENGLAND OF TO-DAY	477
THE ROYAL INSTITUTE OF BRITISH ARCHITECTS: PRESIDENT'S ADDRESS	482
ARCHITECTURE AND THE STAGE	485
THE HIGH WYCOMBE TOWN-PLANNING COMPETITION	487
BOARD OF TRADE SITE	488
THE LONDON SOCIETY	488
SOME ASPECTS OF TENDERING—II.	491
INLAND REVENUE REPORT: LAND TAXES	491
FINANCE ACT DECISIONS	492
THE LONDON COUNTY COUNCIL	494
THE BEAUTY OF NATURE	495
THE EIGHTEENTH-CENTURY EARLY PERIOD	495
INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS	496
THE MANCHESTER SCHOOL OF ARCHITECTURE: EXHIBITION OF STUDENTS' DRAWINGS	497

ILLUSTRATIONS.

Architectural Sculpture.

THIS week we give an extra inset plate and devote the whole of our illustrations to some recent works of sculpture, and on p. 477 will be found an article on the subject by Mr. Selwyn Brinton, together with other illustrations.

MEETINGS.

FRIDAY, NOVEMBER 7.

University of Manchester.—Professor Beresford Pite on "English Mediæval Architecture"—I. 7 p.m.

Institution of Municipal Engineers.—Annual general meeting. Conversazione at Holborn Restaurant. 7.45 p.m.

Architectural Craftsmen's Society, Glasgow.—Messrs. D. S. Pringle and Robert T. Anderson on "Needle-Shoring" and "Underpinning."

Royal Sanitary Institute.—Mr. H. C. Adams on "Water Supply, Sources of Supply and Distribution." 7 p.m.

Incorporated Institute of British Decorators.—Mr. W. Stewart-Green on "Stencilling." 8 p.m.

SATURDAY, NOVEMBER 8.

Aberdeen Architectural Association.—Mr. A. Cruickshank on "Graphical Solutions to Building Problems." 7.30 p.m.

MONDAY, NOVEMBER 10.

The Architectural Association.—Mr. H. M. Fletcher on "Nationality in Art." 8 p.m.

Liverpool Architectural Society.—Presidential address by Mr. Hastwell Grayson. 6 p.m.

The Surveyors' Institution.—Presidential address by Mr. W. E. Woolley. 8 p.m.

University of London (Victoria and Albert Museum).—Mr. Banister Fletcher on "St. Peter's and other Renaissance Churches in Rome." 5 p.m.

Royal Sanitary Institute.—Mr. H. C. Adams on "Scavenging: Disposal of House Refuse." 7 p.m.

TUESDAY, NOVEMBER 11.

Chadwick Public Lectures (London University).—Sir George Newman on "The Place of the Open-Air School in Preventive Medicine." 5 p.m.

University of London (British Museum).—Mr. Kaines Smith on "Greek Art and National Life." 4.30 p.m.

The Institution of Civil Engineers.—Mr. F. E. Wentworth-Sheilds, M.Inst.C.E., on "The Construction of the 'White Star' Dock and Adjoining Quays at Southampton." 8 p.m.

WEDNESDAY, NOVEMBER 12.

The Concrete Institute.—Mr. H. Kempton Dyson on "Reinforced Concrete." 5.30 p.m.

Manchester Society of Architects.—Mr. Page L. Dickenson on "Dublin Architecture in the Eighteenth Century."

THURSDAY, NOVEMBER 13.

Institution of Electrical Engineers.—Address by the President on "Pressure Rises." 8 p.m.

The Society of Architects.—President's address.

The Concrete Institute.—Presidential address by Mr. E. P. Wells. 7.30 p.m.

University of London (British Museum).—Mr. Banister Fletcher on "Greek Architecture." 4.30 p.m.

University of London (Victoria and Albert Museum).—Mr. Kaines Smith on "The Nature of Beauty." 3.30 p.m.

FRIDAY, NOVEMBER 14.

University of Manchester.—Professor Beresford Pite on "English Mediæval Architecture"—II. 7 p.m.

CORRESPONDENCE.

Vaulted Norman Churches in England.

SIR,—*Winchester.*—My reference to flanking towers to the transepts was, of course, taken from Professor Willis. My own point was that they seem to offer evidence of an intention to vault the transepts.

Norwich.—I am interested in the fact that Norman churches were vaulted more often than has generally been supposed, except by Mr. Bilson, who has brought this subject to our notice. I hoped that I should find clear evidence for vaults at Norwich. I agree with Mr. Bilson that there "these were never, I believe, actually built." Further, I have to express a doubt as to whether they had been intended. Of course, "intended" is a word like many others—vague in its exact application. I mean that I doubt whether there is evidence that vaulting was being prepared for at the time when the remarkable triforium was built. The slight remnants of the attachments of the clerestory of the choir against the central tower suggest that, when the upper story of the choir was built, any intention to build a vault had been given up. The evidence for this in the transepts is, I believe, quite sure. Notwithstanding this, the builders went steadily on with the long nave and the triforium, with abutting arches from end to end in a perfectly regular manner (I repeat this in order to correct a slight misprint in my last letter). These being the facts, I doubt if we should be justified in citing Norwich as a church which was obviously intended to be vaulted.

Style-Names.—My friend Mr. Bilson puts his view so fairly that I want to agree with him entirely. We may not exactly understand one another's points of view, and, in any case, it is a purely "nominal" matter. I will make just one personal explanation to him and then some general exposition of my opinions. Mr. Bilson says that my "analogy of the word 'child' is not to the point." The analogy was between a period name (child) in the life of a man and a period name in the life of architecture. I am not the best judge as to its being to the point, but I made use of the comparison in all good faith.

The general question seems to me to be something like this:—Students of our architecture during the last century, acting by some instinct or impulse, divided up its long course as we divide up a book into chapters, and to these divisions they gave names. They also tried to assign to them time-limits. To-day there is no agreement as to these dates. Nobody can believe, or at least remember, that what is called "Early English" (a rather uncertain quantity!) lasted from 1189 (?) to goodness knows when.

This being so, it seems as if three or four courses were open to us:—First, we could give up the names altogether; in which case we can give no sufficient reason for retaining other names like Romanesque, Gothic, or Renaissance. Secondly, we could use the names more or less loosely to suggest general ideas without any attempt to draw border-lines; this is what most of us do with such words as infant, child, youth, and hundreds of others. Thirdly, we can give our style-names limits to which they shall apply by a frankly arbitrary system; just as in law a youth becomes a man at twenty-one, so Early English, for purposes of convenience, might be held to fall in some easily remembered space of time which should nearly agree with the traditional view, say, from 1200 to 1250. Having this third possibility in mind, I drew up such a scheme, which, first of all, should be quite easy to remember, and should bring in the traditional names in the places which they were generally supposed to occupy. It was merely a suggestion, and, if it is not approved, that ends the matter. I do think, however, that it would be a loss to repudiate the names altogether. If I say, "I saw a big Norman church at the end of the village," it seems to me better in many ways than, "I saw a big church at the end of the village which looked as if it might have been built some time between 1100 and 1150."

By a curious chance I read only the other day the article by M. Lefèvre Pontalis, from which Mr. Bilson quotes. I, too, would refer to it as it shows the confusion which comes from giving up some traditional names and retaining others.

It is no more easy to decide where the boundary comes between Romanesque and Gothic than it is to say what constitutes Norman and what Transition. Further, directly you admit the notion of a Gothic style there is nothing to restrain you from saying Early, Mature, and Late Gothic, or from equating these subdivisions with such names as Early English, Decorated, and Perpendicular. If the small names are to go the bigger names must go too.

Do I make myself clear? What I want to suggest is: It is convenient to subdivide the long course of architectural history into some chapters or periods or styles, and to give some names to them. These subdivisions may be so ordered that they can be remembered with ease, and with a little humouring we can pick up the traditional names. This, however, was merely a suggestion. The attempt was perhaps worth making, but it would be absurd to contend for its acceptance. I shall be content if I may be allowed to go on using the style-names in a loose way, as I use infant and child and youth for their power of evoking images.

W. R. LETHABY.

A Suggestion.

SIR,—May I be allowed to offer you a suggestion which I am certain (by my own business observations), if adopted, will be greatly appreciated by a large section of your readers—that section is the small builders who only get occasional opportunities of putting up residences, and who have to rely on their own architectural endeavours for planning, with often dire results?

That suggestion is—you publish drawings, good architectural drawings, of the type of small villa now in demand, viz., square-built places, all under one roof; good lounge hall, two reception-rooms, etc.; four to five bedrooms; £650 to £700.

In the course of my journeys I come across this class of builder, and it is what I hear from them that prompts me to suggest this to you.

CONCRETE.

COMPETITION NEWS.

It must be understood that the following paragraphs are printed as news, and not as advertisements; and that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that may occur.

The list of current Competitions is printed on page 490.

Proposed New Government Buildings, Ottawa.

The date for receiving the first designs in connection with this competition has been extended to April 2 next.

Coventry New Technical Institute.

Members and Licentiates of the Royal Institute of British Architects are advised that the conditions of this competition are not in accordance with the Institute regulations for architectural competitions, and the Competitions Committee are in correspondence with the promoters with a view to getting them amended.

FIFTY YEARS AGO.

From the *Builder* of November 7, 1863.

EXTRACT from an inaugural address from the President of the A.A.:—

Up to the year 1842, then, no society existed in London of a nature to draw together such architectural students as were to be found among the pupils and assistants of the architects then in practice. I need hardly remind you that the amount of building done in the metropolis, and, as a consequence, the number of architects and of young men composing their staffs, stood greatly below what we are familiar with to-day. Still, there were a considerable number of men so engaged throughout London, as was proved so soon as a suitable nucleus of a public character became available.

Of these, some half a dozen were in the habit of meeting from time to time at a coffee-house in Castle-street, Holborn. Here, one evening, one of the number (Mr. Wylson, I believe, who is a member to the present day) let fall an exclamation which has been more than once quoted to me as having been the origin of the whole enterprise.

"What a pity it is," said Mr. Wylson—"what a pity it is that architectural draughtsmen do not know one another!"

The hearers agreed, and means of bringing architectural draughtsmen to know one another were thought over, and so there was formed, for this object, and by a very small circle of friends, the Association of Architectural Draughtsmen. A complete list of the early members would be interesting, and could perhaps still be obtained, and would include, besides Mr. Wylson, Messrs. Colling, Sayer, Drayton, Wyatt, and others well known at the present day.

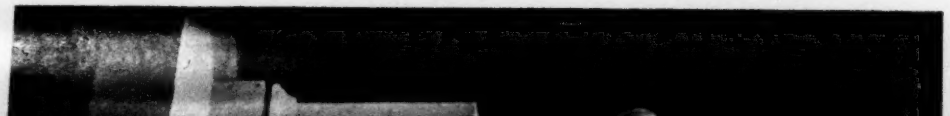
*** Anything dealing with the early life of the great—and the above extract refers to that august body, the Architectural Association—will, we think, interest our readers.—ED.

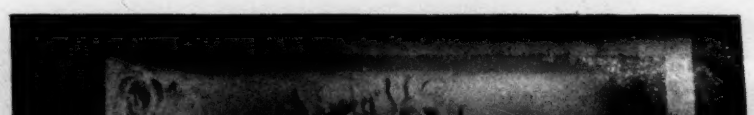
LA HAUTE EGYPTE.

Martin, Hood & Larkin, 66, Newport St., London, W.C.

LA BASSE EGYPTE.

SCULPTURE.—BY M. F. FAIVRE.





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MONUMENT FUNERAIRE.

SCULPTURE.—BY M. F. FAIVRE.

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SCULPTURE.—BY M. F. FAIVRE.

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Martin, Hood and Larkin, Gt. Newport St., London, W.C

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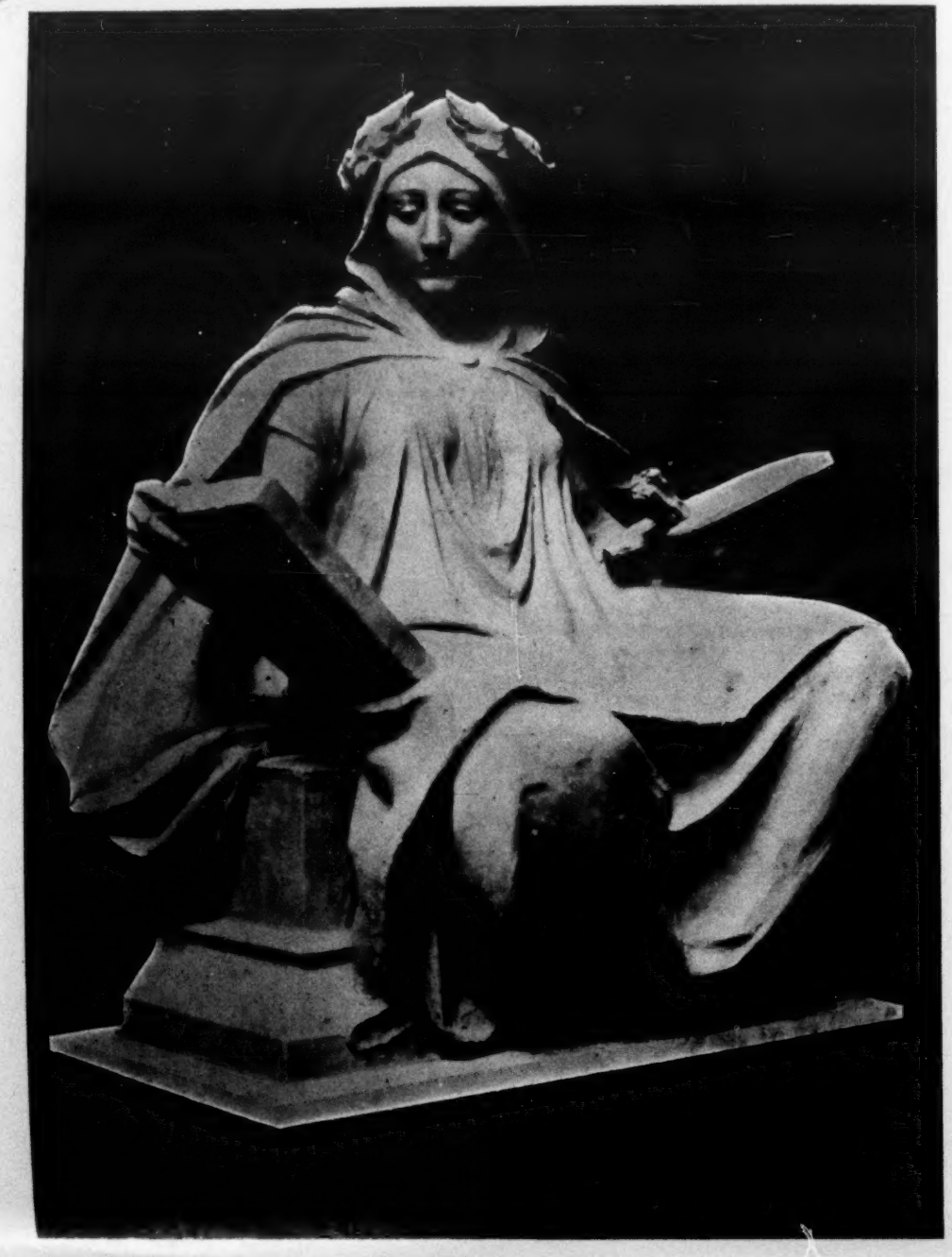

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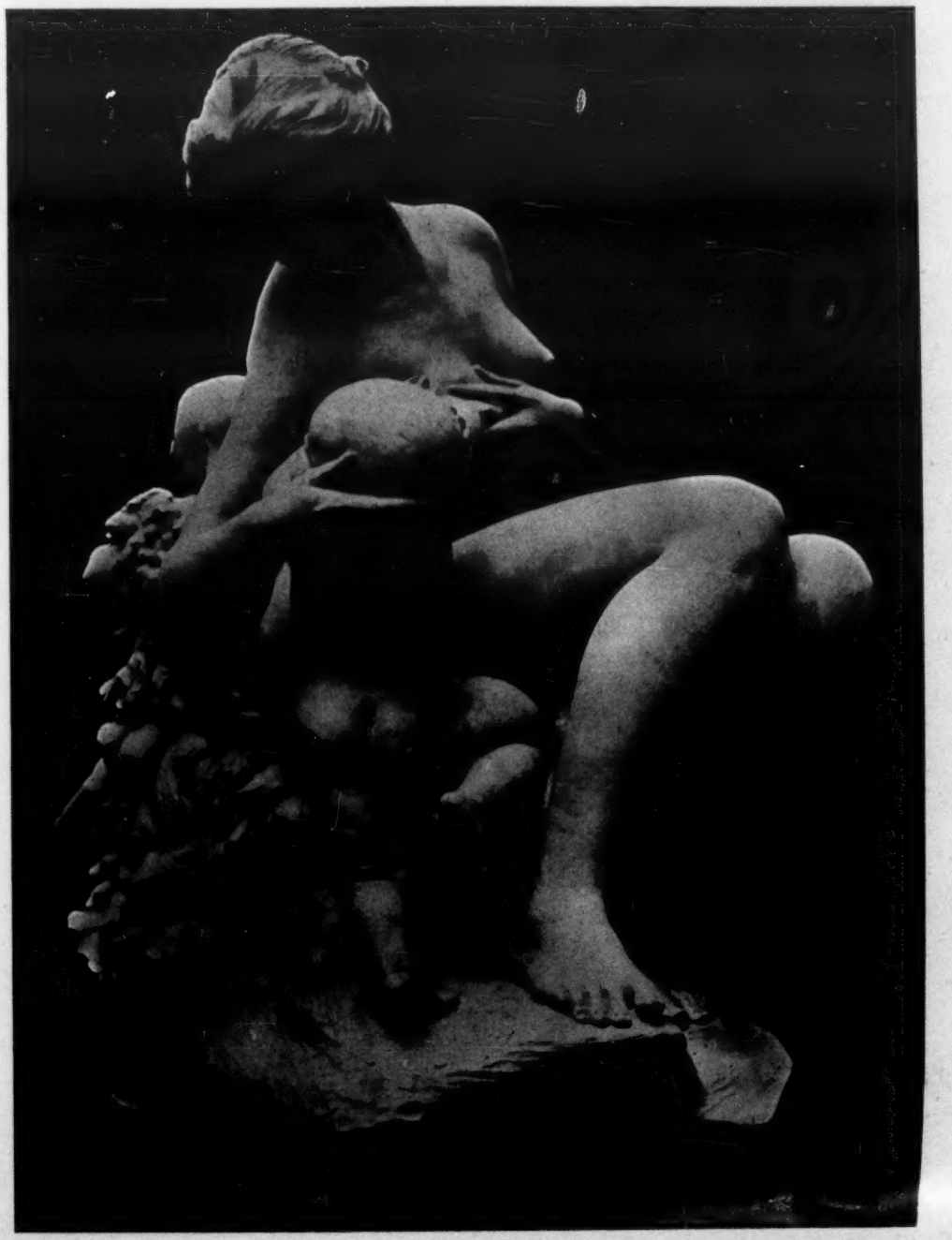


Martin, Hoot and Larkin, Gt. Newport St., London, W.C.

ABUNDANCE.

SCULPTURE.—By Mr. F. DERWENT WOOD, A.R.A.

"MERMAIDS." Colossal Group executed in Stone for the City Hall, Cardiff.

Martin, Hood & Larkin, Gt. Newport St., London, W.C.

"MERMAN." Full-Size Model of a Portion of the King Edward VII Memorial, Bristol.

SCULPTURE.—BY Mr. HENRY POOLE.

SCULPTURE.—By Mr. F. DERWENT WOOD, A.R.A.

ABUNDANCE.

Martin, Hood and Larkin, Gt. Newport St., London, W.C.

PAINTING.

MEMORIAL FOR PRINCE CHRISTIAN, ST. GEORGE'S CHAPEL, WINDSOR.

"EVE." *Martin, Hood & Larkin, 66, Newport St., London, W.C.*

THE BUILDER, NOVEMBER 7, 1913.

MEMORIAL FOR PRINCE CHRISTIAN, ST. GEORGE'S CHAPEL, WINDSOR.

"EVE." *Martin, Hood & Larkin, 66, Newport St., London, W.C.*

ARCHITECTURE.

ENGINEERING.

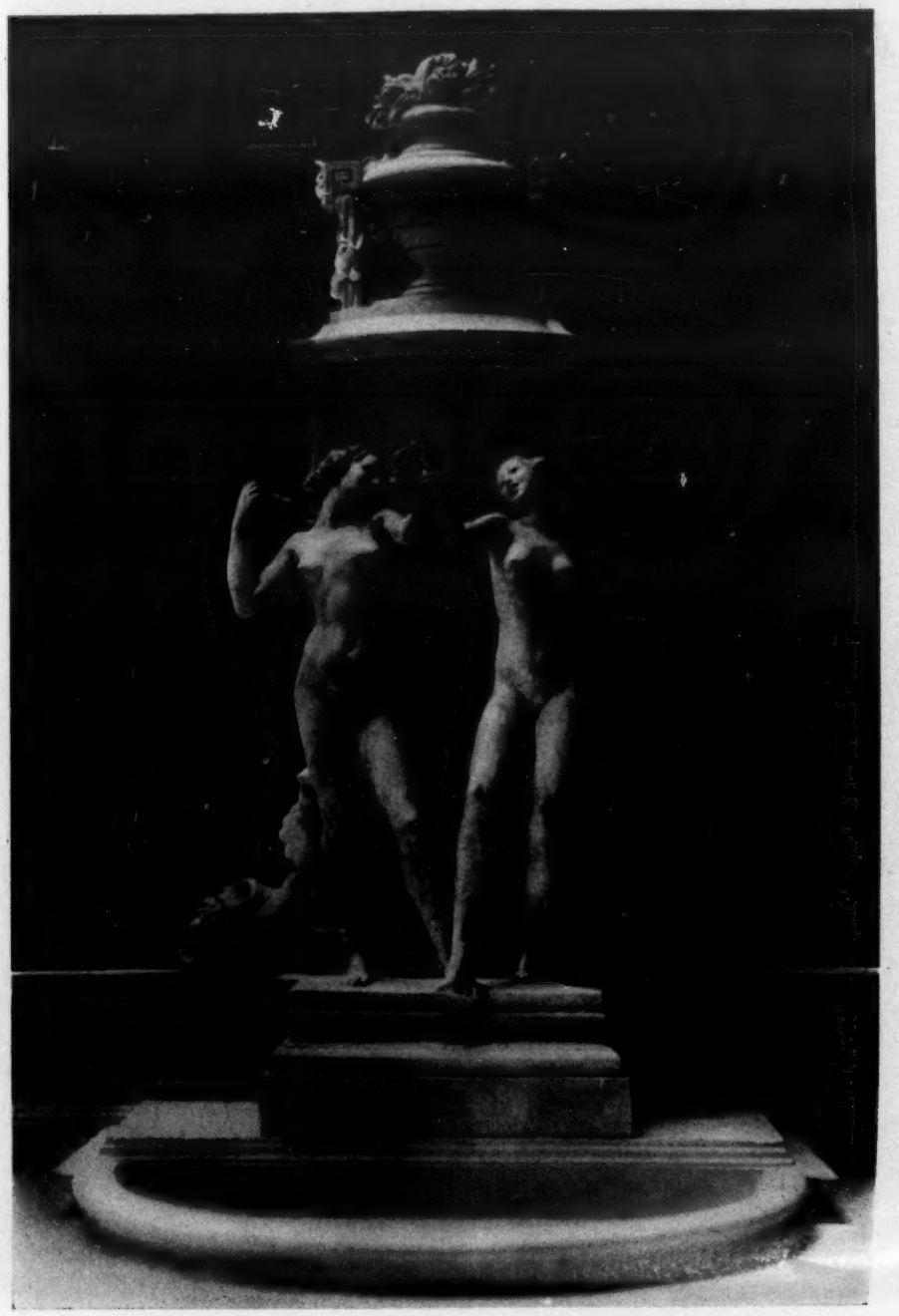
POTTERY.

AGRICULTURE.

BRONZE STATUES ON VAUXHALL BRIDGE, LONDON.—Mr. F. W. POMEROY, A.R.A., SCULPTOR.

Martin, Hood & Larkin, 66, Newport St., London, W.C.

"India."—By Mr. F. W. Pomeroy, A.R.A.



Martin, Hood & Larkin, 68, Newport St., London, W.C.

A Garden Fountain.—By Mr. F. Derwent Wood, A.R.A.

"India."—By Mr. F. W. Pomeroy, A.R.A.

A Garden Fountain.—By Mr. F. Derwent Wood, A.R.A.

Martin, Hood & Larkin, 61, Newport St., London, W.C.

Caryatide Figure with Prow of Galley.—By Mr. Albert H. Hodge.

Martin, Hood & Larkin, Gt. Newport St., London, W.C.

The Ashley Memorial, Romsey.—By Mr. Emil Fuchs.

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CIVIC DESIGN SECTION.

THE HIGH WYCOMBE TOWN-PLANNING COMPETITION.

PREMIUMS for this competition were offered by Mr. Raffety, a townsman of the Borough, and the competition was adjudicated by the Borough Surveyor, Mr. Rushbrook, assisted by members of the Borough Council.

The three premiums were: First premium of twenty-five guineas; second, ten guineas; and five guineas for the best design submitted by an inhabitant of High Wycombe, if the latter should not gain a first or second premium, the awards being as follows: First, Mr. E. W. Turner, of 62, Sheldon-road, Sheffield; second, Mr. S. Poynton Taylor, of 58, Roxteth-hill, Harrow; and third, Mr. A. J. Dexter, London-road, High Wycombe. Nine designs were submitted in competition, and we illustrate the three designs to which premiums were awarded.

In the accepted design the area to be planned has been divided into four sections, three of which have their own shopping centres and public buildings. Judged from an engineering standpoint, the roads are carefully arranged to follow the gradient lines, embankments and cuttings are reduced to a minimum, unduly long roads are avoided, and the construction of sewers and water mains is facilitated. Wherever the cross-gradients of land are excessive, instead of providing 40-ft. roads with houses built high above the road on one side and below it on the other, requiring two sewers, two 20-ft. roads are provided, houses being built on one side of the road only. The roads on the hillside, at the junction of the Hughenden and West Wycombe valleys, are so arranged that, though the gradient of the land is very great, it will be possible for vehicles to gain access to any of the roads by a zigzag route, while for pedestrians a much more direct but steeper footway is provided. Areas are reserved for public buildings, shopping, manufactures, and houses.

In connection with the Rye Recreation Ground it is proposed to take advantage of the stream now flowing from the watercress bed into the lower end of Daws Hill Park by forming a crescent next the recreation ground, connected by an ornamental waterway, with a road on either side, and grass margins, to another crescent next Marsh-green. (This is shown on area No. 4.)

The second premiated design shows a lay-out on much more symmetrical lines, but it is claimed that attention has been paid to the gradients of roads, particularly with regard to the arranging of street vistas at the highest points of the various roads, and the advantages of a formal, orderly arrangement have been aimed at. Where little control can be obtained of the architectural character of the buildings erected the lay-out ensures some sense of order and dignity which is entirely lost by any but the most careful architectural treatment of curved roads.

As to open spaces, the contours of the land suggest that these should be rather park lands than level playing fields. Should these, however, be desired, the most suitable places would be the two pieces of land west of the western open space, which would then be used for building land, and between the 500-ft. contour lines, in which case the area included within the scheme would have to be enlarged and in connection with the existing recreation ground. It is suggested that the number of houses to an acre should range from six in the better residential quarters to twenty-five an acre in that area devoted to artisans.

Second Premiated Design.

By Mr. S. Poynton Taylor.

First Premiated Design.

By Mr. E. W. Turner.

Apart from questions of gradients, which we naturally have not been able to look into closely, this plan strikes us as being the most pleasing of the three premiated designs.

As would naturally be expected, the author of the third competitive design shows most knowledge of the local factors touching the problem, which are referred to in his report.

A useful suggestion is made as to houses. It is proposed to provide all houses not standing in their own grounds with smaller gardens than usual at the back, and to form allotment gardens in the space thus saved, each householder being entitled to take up as much land as he wants free. By this means those who are not fond of gardening are saved the annoyance of having to keep a large garden in order, while the man who wants a double portion can have it. No class of house should be built in more than blocks of four.

In the better residential areas this space could be utilised for tennis courts or laid out in private gardens common to a number of houses, a practice adopted in many towns.

A number of suggestions are made dealing with improvements to the roadways of the existing town, points which were unlikely to occur to any but a local competitor. It is suggested among these to cut off parts of the "Goat" and "Black Boy" public-houses and a piece of the churchyard!

A point which occurs to us on looking at these plans is whether the schemes suggested are not all of too ambitious a character, considering the size and probable future of a town

Third Premiated Design.

By Mr. A. J. Dexter.

like High Wycombe. At present it consists of a population of about 20,000, the bulk of whom are engaged in the chair-making industry. Is it likely that the urban or suburban population of such a town will increase to 60,000 or more, and, if not, would it not be wiser to plan and control a very much smaller area?

Great as are the advantages of regulation where an increase of population can be safely predicated, mistakes may be made if anticipations are not realised.

It is possible in these matters to suffer from the results of too much imagination, and nothing is more dreary than an appearance of preparation for a population which does not come. Long roads suggesting suburbs and population made and left without that population are not pleasant sights, as is evidenced by the present appearance of the outskirts of Birkenhead and some other towns which might be mentioned.

The whole trend of population and the future of industries have to be considered before we can speak with authority on such points. All we are quite clear about is that it is wisest not to take too sanguine a view as to the future or to prepare an elaborate menu for a small number of guests.

The twentieth century may surpass the nineteenth as far as industrial development is concerned, or we may, on the other hand, have almost reached our maximum as far as the development of many towns is concerned, in which case the next task is to improve what we have from within—consolidating what we have rather than reaching out for more.

This country is no longer the only workshop of the world. We have in the space of a generation seen ourselves reduced from the first to the third rank among iron-producing countries, and the future of industrialism in this country largely depends on whether we can succeed in capturing fresh markets outside the country or whether we are to come in as a second or third in the race.

Population must in the nature of things grow, but the probable ratio of expansion seems to us to be largely uncertain, and in any case depends on the future of that great Empire of which we form a very small part.

BOARD OF TRADE SITE.

IN our issue of June 7, 1912, under the heading of "A Suggested Whitehall Improvement," we referred to the site recently acquired by the Government for the new offices of the Board of Trade.

We pointed out that the whole of the land between Whitehall and the Embankment, extending from Horseguards-avenue to Westminster Bridge, must in all probability be eventually acquired by the Government for the purpose of erecting departmental offices. We then said:—"As it is apparent that the building for which powers are now being sought from Parliament will not be the last in this neighbourhood, it would seem more reasonable to look ahead and to make some general scheme embodying the whole of the land between Whitehall and the river, of which the proposed building would form the first instalment, rather than to proceed on the piecemeal method which has been responsible for so many of our blunders in the past."

As a contribution to the consideration of the problem as a whole we suggested that Whitehall-gardens might perhaps be continued both ways as a new street. But this was merely a suggestion. Our main point was that the problem should be considered as a whole, and not in a piecemeal way that courted failure; that before the Board of Trade was designed some general scheme should be prepared to which it could be properly related. As such a scheme could be prepared at a very small cost, and without the necessity of buying the land first, we are unable to discover any overwhelming objection to so reasonable a method of procedure.

On studying the plan of the site selected for the Board of Trade, and the information at the disposal of the competitors in the competition for the building, it appears evident that the Government has not prepared any general scheme of which this building shall form an integral part, but has in its wisdom determined to proceed in a piecemeal way that may possibly satisfy the most pressing material needs of the moment, but which not only ignores all the higher architectural considerations governing the procedure of a civilised community, but renders still more difficult the task of those who will inevitably be called upon by a more enlightened generation to produce a general scheme worthy of the dignity of London, and to repair, as far as may be, the blunders that, for some unaccountable reason, we insist on making with wide-open eyes.

The site as it stands is insufficient for the amount of accommodation that must be crowded upon it, thus rendering a perfect building impossible; and, though our object for the moment is not to deal with all the restrictions in the competition, which seem to have no other effect than to discourage any original conception, the difficulties which arise from uncertainty as to the future surroundings of the building are germane to the matter in hand. The surroundings of a building must influence its general layout, and uncertainty with regard to them tends to lessen the chance of the competition producing the best possible building. As far as we can see there is no reason why such uncertainty should exist. Had a general scheme for the future layout of the district been obtained before this particular building was considered in detail it would not have existed.

We cannot help thinking that the root of the whole trouble may be found in the highly probable fact that it is not yet realised by those who advise the Government in these matters that the choice of a site for a public building is a matter that requires the highest architectural knowledge and skill.

It might not, perhaps, be any exaggeration to say that to deal with an awkward situation so that a really good site can be produced on which an architectural building can be placed that will both serve and express its purpose, be provided with adequate approaches, and be properly related to all its surroundings, is to display as much artistic insight and general architectural capacity as is required for the creation of the building itself.

It is evident that this is not a matter that should be left in the hands of laymen, but, unless we are misinformed, the choice of sites for Government buildings is largely in the hands of a clerical committee, who have much more power in the matter than any architectural department.

The fact that an open competition has been instituted for this building may be taken as some evidence that the Government is alive to the advantage of obtaining the very best ideas and employing the best available talent in the erection of public buildings. How long will it be before the Government becomes aware of the advantage of obtaining ability in selecting and arranging their sites?

We are the more disappointed that the present Government should still cling to the obsolete ideas of the worst period of the last century, as it is the Government to whom we are indebted for an Act which has had tremendous influence in arousing public interest in the layout of our towns and the grouping and placing of our public buildings. Is it quite useless to urge the Government to practise what it preaches and obtain the ideas of the best brains in the country as to the future treatment of the whole of this district before the Board of Trade building is actually erected.

If it is not beneath the dignity of the Imperial Government to take a lesson from the Government of one of the Dominions it might be worth its while to study the procedure adopted at Ottawa in connection with the layout of the district adjoining the Parliament Buildings.

THE LONDON SOCIETY.

SIR GEORGE S. GIBB (Chairman of the Road Board) presided at the Royal United Service Institution on Tuesday at the annual meeting of the London Society, when Mr. Raymond Unwin, F.R.I.B.A., read a paper on "Roads and Streets."

Mr. Raymond Unwin first referred to ancient roadways, and said the general character of roadways had changed little since Roman times, and they found that beauty was considered, as well as utility, at a very early date. We were just now beginning in this country to devote more attention to the roadways, and might not they get some inspiration from the old examples? Roads served two main purposes—they were avenues of communication and afforded frontages for buildings. At one end of the scale they had the main arterial roadway, where traffic-bearing capacity was the first consideration, and at the other end the lane or carriage-drive, which gave access to a group of houses, and to meet the varying requirements of these extremes, and of the intermediate class of roads, until recently through their municipalities they were content to fix one arbitrary width. Many discussions had taken place as to whether the ideal scheme of roads for a town should be based on square, diagonal, irregular, or on spider's-web shape. They needed some central authority to undertake the planning of main highways linking up the different towns and the various parts of specially populous regions; and they needed a similar authority for London to plan the main lines of London as a whole and co-ordinate the town-planning schemes which were made from

the point of view of an individual local authority. Many of the powers existed in the different Government departments, but they needed bringing together and making effective. They must take their arterial roads seriously as highways for intercommunication, and must reserve enough routes from being blocked to provide for considerable development of road traffic. They must recognise that roads now carried vehicles of at least three distinct speeds, and that efficiency required separate lines and tracks for each, and especially that a separate track with a refuge walk should be provided for tramways. The framework of main roads having been planned, the danger and delay points caused by crossings should be reduced as far as possible by gathering up the minor streets into secondary roads and bringing them only at fairly long intervals into the main arteries. Where these junctions occur ample space for the circulation and spreading out of vehicles should be provided to facilitate passing and crossing. At all road junctions the buildings should be set back at the corners to enable approaching vehicles to be seen at sufficient distance from the meeting-point.

Proper organic planning of road systems, with a main frame of arterial highways, with secondary roads linking them up and gathering up minor systems and mere building streets not used for through traffic, would enable roads of many varying widths to be safely allowed to be used, because such a system was least liable to change. If the main and secondary roads were properly planned the through traffic would always follow them; and, provided due space was secured between the buildings for light and air, it was economical that the road width which was not wanted on minor roads should be added to the main thoroughfares where it was urgently required. In new suburban areas adequate width on the main routes should be reserved wherever likely to be rendered needful by future growth, providing tree-platted margins of grass or gravel meantime. The principles of organic planning, varying road widths, unbroken lengths of façade on main streets opening out of view at road junctions are all in harmony with the architectural principles of town design, and will add to the beauty as well as convenience of streets. Some advocated that all roads should be straight and others wished them curved, but, whether the matter was looked at from the point of view of utility or beauty, he could not see any valid reason why they should not joyfully accept both types of road. The dignity and beauty of the straight street as an approach to some adequate terminal feature would be generally recognised, while, on the other hand, the interminable straight vanishing lines of perspective developed in many of the over-long straight streets were anything but beautiful. Where no adequate terminal feature existed the introduction to a limited extent of suitable breaks in the building line to give prominent sites for buildings and to replace portions of the tapering lines of vanishing perspective might be desirable. The particular beauty of the curved street arose from the better display of the buildings on the concave side of the street, due to the fact that as the distance from the beholder increased the buildings were gradually turned more and more towards him. This was well illustrated in the High-street, Oxford, and the Plosterstrasse, Berlin. The curved street was also useful in formal design on undulating ground to maintain horizontal lines of building. Neither a straight line nor a curved line would necessarily produce a beautiful street. Much would depend upon the correct point of emphasis, so that the street view would compose into a satisfactory street picture, and that was equally true, whether the effort aimed at was the more architectural and monumental effect commonly called "formal," or what was usually known as the picturesque, commonly called "informal." Much controversy raged around the question of "formal" as opposed to "informal," monumental as opposed to picturesque treatment of streets and towns, and when one saw the high degree of beauty attained by each form it was difficult to accept either as final. The beauty of streets of all kinds depended largely on the form of the road junctions and the treatment of the buildings there. Where symmetrical and regular treatment suited the conditions it was the more architectural method of composition, and should be adopted, but where it could not be secured, or only at too great a sacrifice, the beauties of non-symmetrical grouping of buildings should not be lost sight of. While, with a bad road line or awkward junction, it might be almost impossible to secure a satisfactory result, a good line and junction, though they would promote a beautiful architectural treatment, would not take the place of it. To secure beautiful streets the architect must be willing to regard his building as a contribution to a larger street effect, and must study that it will take its place in the whole picture. They must carry the public sympathy along with them in developing any style of road and street design by helping them to appreciate the points involved.

The Chairman, having complimented the author on his valuable paper, said they would all agree there were serious defects and evils in the street accommodation of London, and they must do what they could to minimise congestion. So far as the main arterial approaches were concerned, he thought London was pretty well off, although, of course, some were unduly crowded in their central portions. He considered that a careful distinction must be drawn between built areas and those unbuilt or sparsely built, for they presented totally different problems. Speaking generally, the problem with regard to the built areas was that of finance, and planning was not the primary need, but would follow when the money was available. He was rather afraid of letting loose the engineer prematurely, and would deprecate planning in the built areas unless accompanied by well-considered financial proposals or embarking on huge expenditure on road schemes till the most had been made of existing roads. In unbuilt areas the problem was different, and in London the high price of land led to extravagant economy, and hence there was need for special care and some methods of control. The definite boundaries of the jurisdiction of local authorities was inapplicable to roads which overlapped boundaries, and he thought legislation was needed to deal with roads in unbuilt areas, where road planning required separate and preliminary consideration. If an authoritative plan of main roads required for through communication was laid down at an early stage it could be followed by those developing estates without any extra cost to themselves. Without disparaging æsthetic considerations, he thought they should be kept apart from the practical, and, in regard to the latter point, he doubted if roads were needed as wide as many people supposed.

NATIONAL COTTAGE SOCIETY.

THE great interest that is now being taken in the question of the housing of the working classes has led to the formation of the National Cottage Society by a group of active workers in the Housing and Town Planning movement. There are a number of useful provisions with reference to housing in various Acts of Parliament which would be more effective if an organisation existed for the purpose of co-ordinating the development of private enterprise with the activities of the State and the municipalities. The Society proposes to act as the intermediary and advisory body for making the most of all possible co-operation between public and private enterprise, and is being registered under the Industrial and Provident Societies Acts as a Society of Public Utility within the meaning of section 4 of the Housing and Town Planning Act, 1909. By limiting the interest on its capital to 5 per cent., the Society will be entitled to secure loans from the Public Works Loan Board for the erection of working-class houses.

The Society intends to take up land, and build, let, and sell small houses and cottages in accordance with those lines of development contemplated in the garden village and town planning movements. To give landowners the choice of several types of cottage plans which have been carefully designed to ensure economy in all details, and to facilitate the reproduction of cottages of special design. To supply expert information and advice on all matters connected with the Housing and Town Planning Acts, and to assist in the organisation and working of housing and town planning schemes by landowners, societies, local authorities, and municipalities, either individually or in co-operation. To form local cottage societies, and to act as the agent and builder for the erection of cottages for landowners and others; also as a clearing house or intermediary in the case of persons or societies desiring to avail themselves of the financial aid granted by the State under existing or future legislation for the promotion of cottage building.

The promoters of this Society consider that there is "a great field for the extension of all the above methods of co-operation between public and private enterprise, particularly in the suburbs of towns and in connection with town planning schemes; but its development has been somewhat hampered by the necessity in each case for setting up a new and separate organisation dealing with many legal, technical, and administrative details in each case, so as to make it difficult to deal with small areas or individual owners. The National Cottage Society will meet most of these needs with just the one organisation."

A POSSIBLE HARDSHIP.

AN inquiry has recently been held at Burnley into an appeal by an architect and surveyor against an order of the Burnley Corporation for the demolition of six insanitary dwellings. After a closing order had been made against a former owner, the present owner purchased the houses for £200, with the intention of turning them into warehouses, in complete ignorance of the fact that a demolition order might possibly be made. It was contended on his behalf that there was no necessity for the property to be pulled down, that it was not a nuisance or dangerous to the public health, and that, having spent another £100 on the property since its purchase, the enforcement of the demolition order would entail a hardship upon him. On behalf of the Corporation it was urged that the issue of the demolition order was obligatory upon them; but, so far as we are informed, it was not contended that the premises were in a dangerous condition and incapable of repair. We express no opinion on the merits of this particular case, but it seems to us that as a general principle a closing order is not necessarily followed by an order for demolition. That is to say, a building may be unfit for human habitation, but not necessarily unfit for other purposes. If, however, there is any statutory obligation in the matter, it should be generally known, and we shall be interested to see what decision is arrived at by the Local Government Board, both as to the merits of this case and the general principles involved.

"TOWN PLANNING REVIEW."

THE *Town Planning Review*—Vol. IV., No. 3—opens with an editorial criticism of the plan for the new Delhi, which, broadly speaking, supports the view we ventured to express in this journal. Both good and bad points are noted, but the general trend of the criticism hardly expresses satisfaction. "Unfortunately," we are told, "the worst faults in the scheme are what we would call architectural ones," and the article ends with an expression of the opinion that "as an essay in architectural grouping it is not equal to several of the designs submitted in competition for Canberra, and although the Indian Government were no doubt to be congratulated in obtaining the advice of Mr. Lutyens and Mr. Brodie in their choice of the site and in the preparation of the plan, at the same time the result justifies us in suggesting that after all perhaps the most satisfactory means of obtaining a good town plan is to have a careful report prepared and inaugurate an open competition.

We must say that had this course been adopted we are of opinion that many better designs than this would have been obtained, and we cannot help feeling that the best advantage has not been taken of one of the finest opportunities of modern times.

An article on the Utilitarian Furnishings of a City—lampposts, letter-boxes, cab-shelters, and the like—is contributed by Professor Adshead. It is well illustrated by examples showing how to do it and how not to do it, and makes observations with reference to the placing of all the strictly utilitarian furnishings of our streets that might be commended to the notice of our municipal engineers and others responsible for their control.

An historical account of Antwerp, and of the circumstances which enabled it to obtain its present pre-eminent position in the world

of commerce, is contributed by Henri Vaes. The second part of this article deals with the enclosures of Antwerp, and illustrates its growth from the seventh century to the present day by means of a series of diagram plans. The whole is illustrated by reproductions of old prints and a general view of the present appearance of the city.

"Berlin: Its Growth and Present State," is the title of an interesting illustrated article by Mr. Patrick Abercrombie, divided in headings such as Early Growth, The Dual City, and The First Steps of the Modern City, etc. It is a careful study of its subject, and promises to be a valuable contribution to the literature of town planning.

"A Defence of the Garden City Movement," by Mr. C. C. Reade, is a spirited reply to the criticism of this movement contributed to the July issue by Mr. A. T. Edwards. We do not presume to judge between the two controversialists, but their articles read together are extremely interesting, and should help to clear our ideas on various aspects of this question.

Mr. Reade brings forward some strong statistical statements in support of the sanitary aspect of the matter, but his architectural arguments, perhaps, may not be found so satisfying. What interests us most is the glimpse he gives us of the point of view of the Colonial who has studied our social conditions. "Colonials," he says, "do acquire higher standards of fresh air, space, and cleanliness, together with decency of accommodation and plentitude of living. Therefore, the social disorder, the dirty and smoky environment, and the overcrowding of people into a plethora of dingy, squalid habitations strikes the Colonial imagination with sheer horror—nothing less."

The International Road Congress is dealt with by Professor Adshead, and the Congress at Ghent by Mr. Abercrombie, while the "Chronicle of Passing Events" contains, as usual, some good illustrations.

CIVIC DESIGN NOTES.

Sutton Trust Schemes. The Sutton Trust, which owes its origin to the bequest of Mr. William Sutton, the founder of the well-known firm of London carriers, has, since its foundation thirteen years ago, carried out many large building schemes in London, including 160 tenements in Bethnal Green, erected at a cost of £50,000; 284 tenements in Old-street and City-road, costing £165,000; and 674 tenements in Chelsea, costing £280,000—all these figures including the cost of the respective sites. In addition, land has been purchased at Rotherhithe for £12,650, on which further tenements are to be erected.

The trustees are now giving their attention to similar wants in the provinces, and propose to carry out schemes in nine other towns where the question of rehousing the working classes is specially urgent, and among these towns are Birmingham, Liverpool, and Newcastle-upon-Tyne. The Birmingham sites chosen adjoin Ward End Park, and their total area is 21½ acres, and the trustees are proceeding on the basis of a 2½ per cent. return. The present scheme provides for a certain proportion of tenements of the nature of two-story flats, and a much larger number of two-story houses built in blocks of two and four. The number of dwellings will be from ten to twelve to an acre. Such a bequest must be productive of much good to all save the immediate relatives of the testator.

New Colliery Districts. In a recent Report to the West Riding County Council the County Medical Officer drew attention to the necessity of town-planning schemes in connection with the extension of the South Yorkshire coalfields. In one instance cited a company proposing to open a new coal-mine has been considering plans for 800 to 1,000 houses; while in another case some 400 houses will be required in the next few years. It would perhaps be difficult to find any type of village or town which is more in need of the advantages of the Town Planning Act than the colliery town, and we hope the District Councils concerned will see their way clear to take steps towards putting the Act into force.

Housing at Dewsbury. We are glad to see that the Local Government Board has been able to intervene effectively in connection with the insanitary areas of Dewsbury. As long ago as January of last year the local Medical Officer of Health advised an improvement scheme as being the only satisfactory way of dealing with the unhealthy condition of the Dawgreen area. The Report was pigeon-holed by the Health Committee for about twelve months, when a labour member of the Committee brought the matter before the Council, and proposed that the scheme be proceeded with. This was negatived, as also the proposal that the Medical Officer's Report be forwarded to the Local Government Board. The labour member then placed the facts of the case before the Board. An inquiry was held, with the result that the Board has now called upon the local authorities to prepare a scheme.

A Housing Scheme for Rosyth. Negotiations are in progress between the Admiralty and an English syndicate for the erection of workmen's houses at Rosyth and the neighbourhood of Crombie Explosive Works. The scheme provides for a grant of 300 acres at Rosyth conditionally upon the syndicate obtaining other land from Lord Elgin to complete the plans, for which, it is understood, Lord Elgin is quite prepared to give facilities. The project extends to some 4,000 houses at Crombie and Rosyth, designed after the English model village manner, ten at most to the acre, and constructed of 9-in. bricks, with rough-cast hollow walls, and ceilings 8 ft. high.

The North Manchester Scheme. A Local Government Board inquiry was recently held at the Manchester Town Hall with reference to the application by the Manchester Corporation for leave to prepare a town-planning scheme for North Manchester, including a portion within the area of the Chedderton Urban District Council. The inquiry related solely to the fixing of the area and to the question whether a scheme should be prepared or not. The Corporation had to make a *prima facie* case for the scheme. The total area to be dealt with is 3,252 acres—2,695 acres in the city and 557 in Chedderton. The portion of Chedderton had been included by reason of its isolated position from the main thoroughfare in this district and its proximity to New Moston, in which district many new buildings had recently been erected. This course had been taken with the approval of the Urban District Council of Chedderton, which represents a population of some 29,000 people. Had this Council to consider itself alone this site is not the one they might have selected, but they agree that it is most desirable to obtain for this area through-communication with Manchester, and they are wholly favourable to the scheme. It was understood that the Corporation would undertake to proceed with the scheme with all due expedition, that they did not desire to hold up anyone's property or to embarrass the owners in any way whatever; on the contrary, they were anxious to co-operate with them. On behalf of one owner it was objected that the area was too extensive, while another owner wished the existing mills and factories to be excluded; but as there were no less than 227 separate owners and ninety-three separate lessees, the scheme appears to have been formulated in a way that has evoked but little opposition—a fact creditable to all concerned.

Central Highways Authority. In a paper recently read before the Society of Engineers Mr. C. H. Cooper, M.Inst.C.E., directed special attention to the failure of local authorities to realise the necessity of providing highways sufficient for present-day traffic. Central control has become a necessity in this country, where there are no fewer than 1,683 highway authorities, while three Government Departments have a voice either in granting loans or regulating traffic, but have practically little control over the authorities mentioned. The law of highways is founded on the Highways Act of 1835, modified by twenty-seven subsequent Acts (and various orders made thereunder), only four of which have reference to motor-driven vehicles. It is time that all these should be replaced by a single Act that should incorporate provisions to meet present-day requirements. Nations may now be considered more or less trading concerns competing one with the other, and unless a nation is provided with efficient internal communication it cannot maintain its position in the world.

A National Park for Germany. Inspired by the example set in the United States by the establishment of the celebrated Yellowstone Park, Professor Lauterborn proposed, in 1903, the creation of a national park in Germany to serve as a place of refuse for indigenous plants and animals, whose continuance was threatened by the progress of industrial and agricultural pursuits. The idea was revived in 1907 by the Botanical Society of the Palatinate on the occasion of the *fêtes* in honour of Linnæus, and since then has taken practical form. The site of the park allocated by the Government is a tract of land between the valleys of Spendel and Wildstein, and bounded on all sides by a wide fosse. Within its limits the cutting of timber and the prosecution of industrial or agricultural operations are prohibited. The plucking of plants and flowers is forbidden, except to scientists, to whom, however, permits are only granted after due inquiry, because it is recognised that the zeal of botanists and collectors is apt to contribute seriously to the destruction of rare plants. In the feathered world some rare birds, such as the great horn owl and one or two others, have virtually disappeared from Germany, and the eagle has become so rare that three examples, captured last year on the Drachenfels, have been purchased for the national park. The osprey, the kingfisher, the heron, and the stork were also in danger of extinction. All these birds have commenced to multiply in the new preserve, as well as the lapwing, the woodpecker, the pewet, and the white owl. The park includes the Donnersberg, the summit of which is the highest mountain in the Palatinate.

Canadian Civic Progress. Mr. Herbert Samuel, the Postmaster-General, has recently returned from a tour in Canada, and gives his impression of the Canadian towns as follows:—"Perhaps the thing that impressed me most was the degree of development already attained by the new cities of the West. After leaving Winnipeg I visited, with Mr. Pelletier, Regina, Saskatoon, Edmonton, Calgary, and Vancouver. I expected to find some, at least, of these remote Western towns bearing all the marks of hastily-created civic communities with badly-paved roads, unlighted streets, and somewhat ramshackle public buildings. I found, on the contrary, that, although their growth had been a matter of a very few years, they have all provided themselves with many miles of admirably laid-out roads, adequate sewerage, water, and lighting systems, well-equipped schools, and really splendid public buildings. Perhaps the best feature of all is that these communities take great pains in the planning of their towns, which, in their picturesqueness and utility, leave our English cities far behind." We hope Mr. Samuel will take occasion to impress upon his colleagues the disgrace of leaving our cities far behind those of Canada, and the advisability of the Government taking a more active interest in all movements for their improvement. This is a question of as much Imperial importance as many of those which engage the attention of our rulers.

Kirby Muxloe Castle. The Office of Works have undertaken to disencumber and repair the ruins of Kirby Muxloe Castle, near Leicester, which was built by William, Lord Hastings, in the latter half of the fourteenth century, and is a fine example of the kind that gradually supplanted the earlier feudal fortresses constructed for refuge and defence. The remains comprise a wide moat, the gatehouse with bastions, and the big south-west tower of the curtain-wall, which had other similar towers at the salient points, arranged upon a fairly symmetrical plan, and constructed of brick with an admixture of large pebbles. The masonry on the exterior presents diaper-work of dark-tinted brick; on the front is an ornamental inlaid pattern and initials "W. H." The barrel roof of the gatehouse guard-rooms and the vaulting and spiral stairs of the towers are skilfully wrought in brick. The walls are greatly disintegrated by ivy-trees and similar growth, which is being removed. In clearing the moat were found the oak piles of the bridge, for which a smaller one will be substituted.

THE BUILDING TRADE.

SOME ASPECTS OF TENDERING.—II.

IN the preceding article reasons were given why an effort should be made to substitute for the present system of tendering some method less wasteful of human effort and therefore less expensive to building owners.

It is now proposed to examine further the various methods of giving out building work, bringing into relief their respective merits and if possible extracting from them suggestions for improvement.

The simplest method of letting work is at daywork prices, which in effect means cost of labour, materials, and expenses plus a percentage for profit.

It dispenses with the labour and cost of estimating, and there is no price competition, a single builder being selected on his reputation.

If the work is large enough to require the services of an architect he prepares the specification and plans and supervises; a quantity surveyor may be employed to check the accounts and charges at completion. The advantages of this method are that the builder is relieved of risk of the work turning out more costly than anticipated, and is sure of being adequately remunerated for his skill and time. His interest is therefore closely identified with that of the owner. The owner remains rather freer to make changes in the work as it proceeds—a costly advantage sometimes. The architect feels himself less tied to foresee every detail beforehand, and can more readily adopt improvements which occur to him as his design develops. The disadvantages are that there is no restraining limit on the cost like that involved in working to an estimate; the facility afforded to make changes is apt to be abused by the owner and leads to work being done and then set aside in favour of some preferred alternative. The architect is inclined to prepare and settle details after a piecemeal fashion, and thus the builder is kept in a state of uncertainty which prevents him from exercising to the full that foresight in ordering and preparing the work which his skill, knowledge, and experience would enable him to do if he knew from the beginning what would be required of him.

One of the best variations of this method that the writer has come across is where the agreement provides that daywork accounts must be rendered and paid weekly, and the employer reserves the right to cancel the order and dismiss the builder any week-end if not satisfied with the progress made; this works well on small jobs and keeps the builder up to the mark in the matter of output.

The owner is apt to feel at the end that he has paid too dearly for the work. The great advantage is, however, that the interests of builder, owner, and architect are practically identical. The next most obvious thing to do is to impose the limiting conditions of a preliminary estimate from a selected builder, thus introducing of necessity the element of foresight into the problem. The estimate in this case is based upon the plans and specification, no quantities being supplied, and extras being dealt with according to a day-work schedule. This method is probably as advantageous to the contractor as the first-named, because, while he has to take the risk of his price proving sufficient, he gains the advantage of being able to plan out the work beforehand in the best way, and can make full use of his skill and ingenuity to make it yield a full measure of profit.

The architect is not unduly handicapped by this method provided he has included an adequate contingent amount to cover any deviations or extras that may be deemed desirable. The owner gains a reasonable degree of certitude as to the ultimate cost of the work, but has to rely upon the architect to supervise it more closely, because there is a temptation for the builder to scamp materials and workmanship for his own advantage, the interests of owner and builder being no longer identified so closely. The next step is to require the builder to deposit a priced schedule so that variations and extras may be valued at the same rate as the original estimate.

This is to protect the owner against excessive cost of day-work extras; its only effect on the builder is to make him sharper in looking after his own interest in preference to the interest of the owner.

From the estimate of a selected builder to the competitive tenders of a number of builders is a natural development, though it imposes much extra cost and worry upon architects and builders, as has been shown in the former article.

The sole advantage to the owner is a cheapened price for the work; this is offset, however, by an intensifying of the antagonism between the interests of owner and builder, by the increased demands upon the architect for foresight in providing stringent conditions of contract and elaborate and exact specifications and plans; at the same time there is considerable restriction of his freedom in the design and elaboration of details and consequent danger of his design becoming arid and lacking spontaneity.

The architect is engaged upon a creative art work, but creation does not spring Minerva-like from his brain; it evolves under the hand of the artist little by little. To condemn an architect beforehand to strict limits of cost is to risk the whole result as an art work.

It is to be feared that much of the unsatisfied feeling of which one is sensible when contemplating modern architectural work is due to this cause.

The owner does not always gain the advantage of cheapened cost, however.

On a falling market, when demand is slack, he gains at the expense of the builder, who often finds himself a loser at the end of his contract; but on a rising market, accompanied by brisk demand, the owner gains little or nothing really.

Apparently he gains the difference between the highest and lowest tender, if he accepts the latter, but when demand is brisk builders are well engaged, many of those invited to tender do not want the contract, and only quote out of courtesy to the architect, so that the *bonâ-fide* tenders in a list of a dozen may be really confined to less than half of those sent in, and if the figures run close together the gain is illusory. At the same time, since the successful contractor knows that he has only got the work because he was lowest, the antagonism of the interests of owner and builder remains unabated, the latter having to keep ever before him the fact that he must extract from owners in the fat years what owners extracted from him in the lean ones.

Parallel with the developments of tendering which have been described there have proceeded others.

Originally the various branches of the building trade, such as masonry, brickwork, joinery and carpentry, the roofing trades, plumbing, painting, etc., were carried on by separate tradesmen, each a specialist in his own line. When tendering came into vogue the architect had to obtain separate estimates from each branch and combine them to ascertain the total cost of the building. This practice still prevails in some parts of the North of England and in Scotland. It tends to yield a somewhat lower total cost than the method of single firms tendering for all the trades, but has serious drawbacks, because there has to be a separate contract with each branch contractor, who only looks to his own work and tries to carry it out to his own advantage, regardless of his fellows, and because no one contractor has any interest in the result as a whole the architect, as the only unifying force, has an unenviable task in correlating the respective sections.

He does, however, gain the advantage of each contractor being a specialist in his own line.

As a partial remedy for these disadvantages it is customary in the North of England to select one of the trades, usually the mason, bricklayer, or joiner, and make him the sole contractor, the remainder becoming his subcontractors. This method answers fairly well from the architect's point of view, but opens up fresh difficulties arising out of the antagonism between the interests of the sole and subcontractors, which do not tend in the least to the benefit of the owner or architect—indeed are adverse to their interests. An extreme development of this system has led to the rise of firms who are little more than financial agents for building contracts, who specialise in employing innumerable sub-contractors (such as a separate masonry contractor for each story of a building, one joinery contractor for the window woodwork, another for the doors, etc.), confining their own energies to organising and correlating the work of the various trades.

This is a vicious practice, tending to sweating methods, and should not be encouraged.

On the other hand, the practice in the Midlands and South of England of sole contracting firms, professedly carrying on all branches of the trade, while good in its way, is showing signs of breaking down from sheer inability to keep pace with the increasing complexity of modern building.

On a large building there may be required the work of a score of trades, and it is impossible for even the largest firms to organise and carry on so many departments properly.

The evidence of this is the remarkable increase of specialist provisions in modern contracts, 25 per cent. and upwards of the whole cost of the building commonly consisting of such provisions.

This may be also partly due to the inability of architects to keep pace with modern developments of the building art, probably also to a feeling that, limited as they are by price and by the necessity of foreseeing the whole result from the outset, and together with the handicap this is on creative effort, their only chance to get passable results is to employ specialists. Unfortunately, this means that they only select the results of the work of others instead of creating works of architectural art themselves.

(*To be continued.*)

INLAND REVENUE REPORT: LAND TAXES.

THE recently-issued Report of the Inland Revenue Commissioners contains some interesting particulars of the duties on land values. In the first place, we have the Budget estimates for the various duties and their actual yield—figures which speak for themselves. We append these figures:—

INCREMENT VALUE DUTY.

	1909-10.	1910-11.	1911-12.	1912-13.
Estimated yield	£20,000	£20,000	£50,000	£30,000
Actual receipts	—	127	6,127	16,981

REVERSION DUTY.

Estimated yield	£90,000	£90,000	£50,000	£125,000
Actual receipts	—	257	22,621	47,974

UNDEVELOPED LAND DUTY.

Estimated yield	£140,000	£280,000	£200,000	£100,000
Actual receipts	—	2,351	28,947	97,852

Leaving out the year 1909-10, when the Act had not come into operation, this gives for Increment Value Duty an estimated yield of £100,000; and actual receipts, £23,235. For Reversion Duty, estimated yield, £265,000; actual receipts, £70,852. And for Undeveloped Land Duty, estimated yield, £580,000; actual receipts, £128,303. We have here a handsome total from the three taxes of £222,390, whilst the Chancellor of the Exchequer stated that down to March of this year the cost of the valuation to the Government alone amounted to £1,393,000, and, in addition to this, the annual salaries of officials amounted to £492,626. These figures take no account of the cost to private individuals.

Would the celebrated Budget statement, in which these taxes were introduced in 1909, have been expressed in the same terms if the House of Commons had had to be informed that in the first four years they would result in a loss of about £1,663,000?

The Commissioners can only explain this discrepancy between the estimates of the duties and their actual yield by saying it is partly due to the delay in passing the Act, and partly to the absence of reliable data on which to base estimates of the yield. The first cause cannot affect the last two years, and the second cause

might surely have been avoided by the Chancellor of the Exchequer either when introducing the Act or, at any rate, in subsequent years.

We are still informed by those in authority that the valuation itself is of value, and can be turned to account in various directions; but the recent sales of property, where prices not one-fifth of the Government valuations have been offered in the open market, must surely convince thinking persons of the entire futility of the valuations for any practical purposes.

FINANCE ACT DECISIONS.

In a recent case a point was raised under sect. 17, subsect. 5, of the Finance Act. Under that subsection agricultural land which is held on lease or agreement made before April 30, 1909, is exempt from increment value duty whilst the tenancy under the original lease continues, provided that the lessor has not power to determine the tenancy, in which case the duty becomes payable at the earliest date at which it is possible to determine the tenancy.

Certain agricultural land, the site value of which exceeded £50, and which was not therefore exempt by reason of its value, was held under a lease granted in 1894, which contained a power for the landlord to enter and resume possession at any time "for building or other purposes." The landlord never did re-enter, as he did not require the land for building purposes, but the Court held that the referee had rightly decided that the land was subject to duty, since the power to determine the lease existed, though the landlord had not elected to exercise it. It should be noted that the owner's contention, which was not accepted, was that "other purposes" meant something *ejusdem generis* with building, and that he could only exercise the power if and when he *bona-fide* required the land for building.

In the same Court and on the same day another point was decided under sect. 2, subsect. 3. Property had been mortgaged before April 30, 1909, by three mortgages for a total sum of £17,500.

The Commissioners assessed the site value by taking the amount of the first mortgage alone as the total value from which deductions should be made for site value, but the owner claimed to substitute a site value, taking the sum raised on all three mortgages as the sum from which deductions should be made. The Crown did not contest this, and the Court held that all the mortgages should be taken into account.

It was contended by counsel for the owner that this being a mortgage transaction the total value should be something even more than the sums advanced. The Court did not decide this point, but we may point out that the Act itself, by sect. 2, subsect. 3, only appears to contemplate "the substitution of the amount secured by the mortgage in place of the consideration" given on transfer.

WAGES IN THE BUILDING TRADE.

Dundee.—An advance of ½d. per hour (10d. to 10½d.) has been granted to the bricklayers as from November 1.

Prestwich.—The masons and painters in this district are demanding an increase in wages, the former of ½d. per hour (10d. to 10½d.), and the latter of 1d. per hour (9d. to 10d.).

Scarborough.—The painters have given notice for an increase in their wages of 1½d. per hour (8d. to 9½d.) as from February 1, 1914. The plumbers have already served notice on the master plumbers for an increase of 1½d. per hour (8d. to 9½d.), the notice to take effect in March next.

Sunderland.—The bricklayers have given the Master Builders' Association six months' notice for an advance in wages of ½d. per hour (10d. to 10½d.), to come into operation as and from May 1, 1914.

BUILDING EXHIBITION AT NEWCASTLE.

The North-Eastern Counties Building and Allied Trades Exhibition is to be opened at Exhibition Hall, Newcastle, on November 11. Stands in the exhibition are occupied by many of the leading building firms in the provinces, and a large space is given over to machinery of all kinds. Various lighting and heating displays are given, and the whole exhibition is a demonstration of the latest developments in modern building construction. The exhibition, which will close on November 22, is under the patronage of the Newcastle and Tyne Building Trades' Association.

PROPOSED NEW BUILDINGS AND OTHER WORKS.*

In these lists care is taken to ensure the accuracy of the information given, but it may occasionally happen that, owing to building owners taking the responsibility of commencing work before plans are finally approved by the local authorities, "proposed" works, at the time of publication, have been actually commenced. Abbreviations:—T.C. for Town Council; U.D.C. for Urban District Council; R.D.C. for Rural District Council; E.C. for Education Committee; L.G.B. for Local Government Board; B.G. for Board of Guardians; L.C.C. for London County Council; B.C. for Borough Council; and P.C. for Parish Council.

Abingdon.—The T.C. have decided to erect a fire-station in the Market Place.

Alexandria.—The Vale of Leven Tenants, Ltd., a company formed by the workers at the motor works of Argylls, Ltd., are about to develop a garden village, the land for which has been leased on very favourable terms by Argylls, Ltd. About 250 houses are proposed, and they will be limited to twelve to the acre. Messrs. J. Salmon & Son, Glasgow, are the architects of the scheme.

Ashby-de-la-Zouch.—Two cottages of Mr. C. H. Parsons, C.C., on the Smisby-road, designed as an experiment with a view to solving the local housing problem, have been completed. Mr. Parsons claims that he will be able to let them at a small rental, and at the same time pay a fair return for capital. The cottages have bath accommodation. If the experiment proves successful a big scheme is in contemplation.

Ayr.—The plans of Mr. Stewart Kaye, architect, of Dunfermline, have been adopted for the new Y.M.C.A. building.

Ayton.—The Stokesley R.D.C. have approved alternative plans for Goriston-road and Rievaulx-road, Great Ayton, and plans for seventeen houses in Goriston-road.

Barnoldswick.—The L.G.B. have held an inquiry into the application of the U.D.C. to borrow £1,160 for waterworks, £2,400 for sewering the Gisburn-road district, and £2,450 for a new fire-station.

Barrow.—The T.C. have decided to build a new central police-station, at an estimated cost of £16,000. New buildings approved:—One pair of semi-detached houses, fronting on Biggar Bank, for Mr. C. Davis; one pair of semi-detached houses at North Scale for Mr. John Benson; dwelling-house, in Argyle-place, for Mr. R. T. Dockeray.

Beaconsfield.—Plans passed:—House, Penn-road, for Messrs. G. & F. Bagley; motor garage, Curzon-avenue, for Dr. Whitfield.

Beddington.—Plans passed:—Cinema theatre, Malcolm-road, for Mrs. Laura Ross; house, Bute-road, for Mr. J. Richardson; house, Croydon-road, for Mr. L. Stevens; seven villas, Beddington-grove, for Messrs. F. W. & W. M. Mellows.

Bedwellty.—The Housing Committee of the U.D.C. are contemplating erecting 100 workmen's houses.

Berkhamsted.—The R.D.C. have approved plans for a pair of cottages at Wigginton for Mr. Geo. Rowe.

Birmingham.—The Bournville Village Trust propose creating a new garden city on their estate on the right-hand side of Bristol-road from Birmingham. The development of the estate is to be undertaken by Weoley Hill, Ltd., a corporation constituted as a friendly society, which will pay the Village Trust a ground rent. The estate consists of about 80 acres, on which 800 houses, almost entirely of the artisan class, will be erected. Plans are before the City Council.

Boston.—The R.D.C. have instructed Mr. Kidd, the architect, to confer with the local representatives in the selection of suitable sites for workmen's cottages at Wrangle and Freiston. The Mercers' Company are being approached with reference to land for a similar purpose at Kirton, and Mr. F. E. Bowser is providing sites at Wigtoft and Pelhams Lands.

Bournemouth.—Plans passed by T.C.:—Additions, Beechwood, corner East Cliff and Meyrick roads, Mrs. Homer; additions, Oldfield, McKinley-road, Miss M. A. Crewe; motor shed, Talbot House, Bryanstone-road, Mr. J. Flower; additions, Greta, Queen's Park-drive West, Mr. R. Thorn-Waite; additions, Durley Dean Mansions, Mr. W. J. Evans; motor-house, Bello Squardo, St. Stephen's-road, Mr. E. C. Oddie; additions, Model Laundry, Hawthorn-road, Mr. T. Pickering; additions, Friends' Meeting House, Avenue-road, the Trustees; additions, Royal Bath Hotel, the Royal Bath Hotel Syndicate; attic plan, house, Stirling-road, Mr. F. W. Beynon; alterations, 31, Burnaby-road, Mr. P. A. Cracknell; additions to house, corner Heathfield and Somerley roads, Mr. W. Walter; additions, Bourne View, West Hill-road, Mr. W. Stacey; additions, 35, Alumhurst-road, Miss Rudd; house, plot 874, Stamford-road, Mr. W. F. Golton; motor-house, Mayfield, Woodend-road, Mr. F. Holly; motor garage, The Red House, Alumhurst-road, Dr. Humphrey Davy; alterations, Killeen, Southbourne-road, Miss Parker; motor-house, Bromley Lodge, Surrey-road, Mrs. Peters; additions, Weston Grange, Christchurch-road, Mr. W. H. Marshall; house, Castlemain-avenue, Mr. H. B. Mudge; two houses, Stirling-road, Mr. F. W. Beynon; motor-house, Nurnberg, Christchurch-road, Mr. A. E. Ball; seven houses, Hanover-road, Messrs. J. & W. Hayward; additions to store, corner Warwick-road and York-place, Messrs. Marston's Dolphin Brewery Company; house, Coronation-avenue, Mr. H. Dean; additions, 79, Nortoft-road, Mrs. Goodban.

* See also our list of Competitions, Contracts, etc., on page 499.

RATES OF WAGES IN THE BUILDING TRADE.

The following are the present rates of wages in the Building Trade in the principal towns of England and Wales. It must be understood that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur:—

——	Masons.	Bricklayers.	Carpenters, Joiners.	Plasterers.	Slaters.	Plumbers.	Painters.	Masons' Labourers.	Bricklayers' Labourers.	Plasterers' Labourers.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Newcastle	10	10	10	10	9½	10	9	6½	6½	6½
Sunderland	9½	10	9½	9½	9½	9	9	6½	6½	6½
Darlington	9	9½	9	9½	9½	9	7½	6½	6½	6½
Stockton-on-Tees	9	10	9½	10	9½	9	8½	7	7	7½
Bradford	9½	9½	9	9	9½	9	8½	6½	6½	6½
Halifax	9½	9	8½	8½	8½	9	8½	6½	6½	6½
Hull	9½	9½	9½	9½	9½	9½	8½	7	7	7
Leeds	10	10	9½	9½	9	9½	8	7	7	7
Sheffield	10	9½	9½	9½	9½	9½	8	6½	6½	6½
York	9	9½	8½	9½	9½	8½	7½	6½	6½	6½
London	11½	11	11½	11½	—	1s.	9	7½	7½	7½
Brighton	8-9	8	8	—	—	—	—	—	—	—
Portsmouth	9	9	9	9	—	8	7½	6½	6½	6½
Southampton	8½	9½	9½	8	—	9½	8½	6½	6½	5½
Maidstone	9	9	9	—	—	9	7½	5½	5½	5½
Bristol	9½	9½	9½	9½	—	9½	9	6½	6½	5½
Plymouth	8½	8½	8½	8½	—	8½	7½	5½	5½	5½
Bath	7½	7½	8	8	7½	7½	7	5-5½	5-5½	5-5½
Cheltenham	8½	8½	8½	8½	—	8½	7½	5½	5½	5½
Exeter	8	8	7½	7½	7½	7½	6½	5	5	5½
Gloucester	7½	8½	8½	7½	7½	8½	7½	5½	5½	5
Hereford	7½	8	7½	8	7½	7	6½	5	5	5½
Stroud	7	7	7	7	7	7	6½	4½	4½	4½
Blackburn	10	10	9½	9	9½	9½	9½	6½	7	7
Bolton	10	10½	10	10½	10	9	9	—	—	—
Liverpool	11	11	11	10	10	10	9½	6-6½	6-6½	6½
Manchester	10	10½	10½	10½	9	10	9½	6½	6½	7½
Oldham	10	10½	10	9½	8½	10	9½	6	7	7½
Preston	9½	10	9½	9	8½	9	8½	5½	6	6
Birmingham	10	10	10	10½	9	10½	9	7	7	7
Derby	9½	9½	9	9	9	9	8	6	6	6½
Leicester	9½	9½	9½	10½	9	9½	8	6½	7	7½
Nottingham	10	9½	9½	10	9	9½	9	7	7	7½
Norwich	8	8	8	8	8	8	6½	5	5½	5
Cambridge	9	8½	8½	9	8	9	7	5½	5½	5½
Oxford	9	8	8½	8½	8	8½	7	6	6	6
Southend	9	9	9	9	Piecework	9	7	6	6	6
St. Albans	9	9	9	10	8½	9	8	6	6	6
Grays	—	10	10	—	—	—	8½	7	7	7
Cardiff	9½	9½	9½	9½	9½	9½	8½	6½	6½	6½
Swansea	9	9	9	9	8½	9	8½	6	6	6
Newport	9	9	9	9	8½	8½	8½	6	6	5½
Chatham	8	9	8½	9	9	8½	7	5½	6½	6½
Birkenhead	11	11	11	10½	10	9½	9½	6½		

The mason's rate given is for bankers; fixers usually ½d. per hour extra.

house, Acland-road, Messrs. H. J. Dyer & Sons; two houses Evelyn-road, Mr. R. watton; two houses, Truscott-avenue, Mr. F. Holly; four houses, Truscott-avenue, Mr. F. Holly; house, Stokewood-road, Mr. G. E. Lambert; alterations and additions, 194, Christchurch-road, Mr. A. G. Ware; two houses, Southwood-avenue, Mr. M. Sellick; additions, corner Victoria-road and Victoria-place, Mrs. Cross; additions, 72, Victoria-road, Mrs. Cross; additions, 372, Holdenhurst-road, Mr. Clarke.

Brampton.—Messrs. Taylor & Wallin, civil engineers, have forwarded the necessary documents to the R.D.C. for the L.G.B., and the estimate in connection with the scheme for Castlecarrock drainage and sewage. The estimate amounts to £1,240.

Braunton.—New premises for Messrs. F. Rowe & Co.; Mr. E. S. Schwabe, architect, Braunton.

Brighton.—Plans for the construction of the new sheltered band enclosure on the West Pier have been approved by the T.C. With regard to a scheme for a weather screen at the entrance gates, the company have been requested to erect a profile of the structure for inspection. Plans are to be prepared for a school of three departments, on open-air principles, on the Loderroad (Patcham) site, to accommodate about 700 scholars; and for an infants' department at Coombe-road school, to accommodate 450.

Bristol.—The Plans Committee have passed a plan for the erection of the Royal Colonial Institute on a site in White Ladies-road, adjoining the Victoria Rooms.

Broadstairs.—The Board of Education have approved the plan of a site on the Valt Estate for a new Council school, provided that the building was as far as possible from the railway and that a special subjects building be erected.

Burnley.—The Executive Committee of the Victoria Hospital have decided to proceed with an urgently needed extension of the building, at an estimated cost of £30,000.

Cairnie.—Mr. Sutherland, architect, has prepared three alternative plans for a new school, and the School Board have deferred their final decision.

Cambridgeshire.—The Small Holdings Committee of the C.C. have decided to erect a house on Ditch Farm, Burwell; a pair of cottages and farm buildings at Limes Farm, Landbeach; houses and buildings (£800) for two holdings at Milton; a cottage at Mill Field, Whittlesford; two cottages and two sets of farm buildings on Moor Farm, Fordham (£800); and a cottage on a holding at Glebe Farm, Fordham.

Charing Heath.—The Managers' plans for the remodelling of the school have been approved.

Chelmsford.—Plans approved:—House, Swiss-avenue, for Mr. Woodhouse; three houses, Swiss-avenue, Mr. Rosser; two houses, Swiss-avenue, Mr. W. J. Stubbings; two houses, Bouverie-road, Mr. G. W. Smith; house in new road off Springfield-road, Mrs. Byford.

Chester-le-Street.—Messrs. J. Joicey & Co., Ltd., intend erecting thirty-six houses at West Pelton.

City of London.—The L.C.C. have consented to the uniting of 5 and 6, Billiter-avenue, with 7, Fenchurch-avenue, on the application of Messrs. J. Hamilton & Son, for the Bucknell Steamship Lines, Ltd.

Clacton.—The Essex E.C. have decided to purchase a site of 2¼ acres on which to erect a new school.

Clapham.—The L.C.C. have extended the period for the erection of an addition to the Northcote-road Baptist Chapel on the application of Messrs. Spalding & Myers.

Coventry.—Plans passed by the T.C.:—Three houses, Melbourne-road, for Mr. W. Bromley; house, Stanway-road, for Messrs. Yardley & Son; alterations, etc., to the O Rare Ben Jonson public-house, New-street, for Messrs. Phillips & Marriott, Ltd.; two houses, Foleshill-road, for Mr. E. Pearson; four houses, Binley-road, for Mr. C. Blockley; alterations to the Swanswell Tavern, White-street, for the Northampton Brewery Company, Ltd.; nine houses, Bryn-road, for Mr. H. Hirons; nine houses, Mansel-street, for Mr. J. Isaacs; power-house off Foleshill-road, for Messrs. S. Courtauld & Co., Ltd.; shop, No. 449, Foleshill-road, for Mr. H. T. Woolgrove; nine houses and house with shop, St. George's-road, for Mr. E. Harris; surgery, etc., Lythall's-lane, for Dr. Rolleston; house, Bull's Head-lane, for Messrs. Garlicks; conversion of stable, etc., into house, Gas-street, for Mr. J. Powles; five houses and house with shop, St. George's-road, for Mr. William Roy; alterations, Nos. 4 and 5, Stoneleigh-terrace, Queen's-road, for the Coventry and County Club, Ltd.; House, Belvedere-road, for Mr. W. Jones; three houses, Stanway-road for Messrs. Yardley & Sons; thirty-six houses, Welland-road and Orwell-road, for Mr. A. Avis; alterations to the Old Star public-house, Earl-street, for Messrs. Phillips & Marriott, Ltd.; eight houses, Ransom-road, for Mr. I. Boyce; one house, Mickleton-road, for Messrs. Luck & Son; four houses, Earlsdon-avenue, for Mr. W. H. Satchwell; eight houses, St. Margaret's-road, for Mr. J. Gardner; workshops, Hill-street, for Mr. A. Gravenor; workshop, rear of No 32, Station-street East, for Mr. W. R. Wildman; two houses, Styvechale-avenue, for Mr. E. Harris; two houses, Earlsdon-avenue, for Messrs. C. Luck & Son; nine houses, Bray's-lane, for Messrs. S. & O. Wincott; five houses, Hearsall-lane, for Mr. C. E. Needham; four houses, Churchill-avenue, for Mr. J. Whetstone.

Croydon.—The B.G. have decided to borrow £1,334 to defray the cost of alterations to the receiving wards of the Workhouse.

Darlington.—The L.G.B. have held an inquiry into an application by the T.C. for sanction to borrow £21,190 for the purpose of their electricity undertaking, and £2,168 for the widening and improvement of Woodland-road.

Dewsbury.—Plans approved:—Messrs. G. H. & H. F. Shaw, semi-detached houses in Birkdale-road, Dewsbury; and Mr. P. W. Peter Ellis, nine houses in Savile Town.

East Farleigh.—A site for a new school has been approved by the Kent E.C.

Eastry.—The R.D.C. have passed plans from Messrs. Fry & Miller, architects, Dover, for rebuilding the White Horse, Lower Eythorne; from Messrs. Beeston & Dixon, architects, Dover, of four cottages, to be erected on land adjoining the Sandwich-road, Upper Eythorne, for Mr. Francis Wood, of Shepherdswell; and from Messrs. G. H. Denne & Son, Deal, of new house at Sandwich Bay, Worth, for Mr. Nigel Playfair.

Edinburgh.—Plans passed by Dean of Guild Court:—North British Railway Company, bridges, Portobello Station, Milton-road, and St. Mark's Place, Portobello; Mr. A. D. Smith, Sligo, alterations at 10 and 11, Dublin-mews; Moray Knox United Free Church Trustees, alterations, 7, Ashley-buildings.

Ewell.—The L.C.C. propose leasing a small portion of the Epileptic Colony Estate for a village hall, on the application of Mr. A. D. Henderson, of West Ewell.

Finchley.—Plans approved by U.D.C.:—Addition to cellar, Joiner's Arms, Ballards-lane, by Messrs. Charrington, Ltd.; two motor garages, Bishop's-avenue, by the Hampstead Heath Extension Tenants, Ltd.; combined drainage for six houses, north-east side of Rosemary-avenue, by Mr. J. Watts; two houses, east side of Avondale-avenue, by Messrs. Bolton & Norris; motor garage, south side of Windermere-avenue, by Mr. B. Simmonds; two houses, east side of Village-road, by the Finchley Co-partnership Society, Ltd.; and twenty-three houses, west side of Queen's-avenue, by Mr. F. G. Huggins.

Finsbury.—The L.C.C. propose making a grant of £4,000 to the Governors of the Central Foundation Boys' School for alterations, estimated to cost £9,000. Fresh tenders are to be invited by the L.C.C. for the rebuilding of Clerkenwell fire-station.

Fulwood.—Plans of house in Lower Bank-road, submitted by Mr. H. D. Hartley, for Mr. J. Topping, approved.

Galashiels.—A company, of which Mr. Kenneth Sanderson, Edinburgh, is secretary, has been formed to erect an electricity generating-station for the supply of power.

Gillingham (Dorsetshire).—The Postmaster-General has secured a site for a new post-office, and it is hoped to commence building operations this year.

Guildford.—The T.C. have approved of the provision at Tunsgate of municipal offices, at an estimated cost of £4,000.

Hammersmith.—An application is being made to the L.C.C. by Messrs. J. S. Quilter & Sons for a certificate in respect of a cinematograph hall, proposed to be erected at the rear of 207, King-street. The L.C.C. have consented to an addition to Cadby Hall, on the application of Messrs. Holman & Goodrham, for Messrs. J. Lyons & Co., Ltd.

Hampstead.—The L.C.C. have sanctioned the formation of a new street out of the north-eastern side of Haverstock-hill, and the erection of eleven houses, on the application of Messrs. Worley & Turner, for Mr. C. T. Brown.

Heath Charnock.—The Lancashire C.C. propose erecting a sanatorium to accommodate thirty patients.

High Carley.—Plans for a sanatorium for the accommodation of about ninety patients have been submitted by the Lancashire C.C. to the L.G.B.

High Wycombe.—The B.G. intend erecting an additional classroom at the Poor Law School at Bledlow at an estimated cost of £400.

Hinckley.—The R.D.C. have passed the plans for two villas at East Shilton for Miss E. Mansfield.

Holborn.—The L.C.C. have passed the plans for the erection of two balconies at the Institute of Chemistry, on the application of Mr. J. J. Burnet.

Hollingbourne.—The R.D.C. have advised the Headcorn Hall Company, Ltd., to employ an architect to design the necessary alterations before a dancing licence will be granted.

Hornsey.—Plans passed by T.C.:—Dwelling-house in Southwood Lawn-road, Highgate, by Mr. A. G. Shearing, of Fortess-road, Kentish Town; shop, offices, and assembly hall in Fortis Green-road, Muswell Hill, by Mr. W. B. Collins, of Firs-parade; drainage plans for two dwelling-houses in Glen-avenue, Muswell Hill, by Messrs. Herbert & Co., Rookfield Estate, Muswell Hill.

Houghton.—Plans passed by R.D.C.:—Two houses in Maidstone-terrace, Philadelphia, for Messrs. Liddell Bros.; two houses in Margate-street, Silksworth, for Mr. Hodgson; five houses at Bridge End, Fatfield, for the Lambton and Hetton Collieries, Ltd.; and bottle store at Rose and Crown public-house, Herrington Burn, for Mr. R. Newton.

Hursley.—The R.D.C. have decided to send amended plans by Messrs. Weston & Burnett, of Southampton, for a drainage scheme for Chandlers Ford to the L.G.B. The estimated cost of the scheme is about £10,000.

Ipswich.—Enlargement of Argyle-street Council Boys' School.

Islington.—The L.C.C. have refused consent to the erection of a building in Highbury-crescent for the Temperance Billiard Halls, Ltd., to the line shown on the plans but have passed plans for the erection of buildings on the site of 560, 562, and 564, Caledonian-road, on the application of Mr. A. Dawkins.

Kennington.—The L.C.C. have consented to the erection of an addition in front of 186, Kennington Park-road, on the application of Messrs. Briant & Son, for Mr. W. Smith.

Kidsgrove.—The Staffordshire E.C. have resolved that a new school be built to accommodate about 220 boys, and that the premises of the existing infants' departments of the Council school be adapted for use by the girls' and infants' departments.

Kilwinning.—The T.C. have passed plans on behalf of Mr. William Service for a two-story building in Main-street, to be occupied as a post-office.

Leek.—The U.D.C. have passed plans for extensions to dyeworks offices, etc., for Sir T. and A. H. Wardle; and for dyeworks, cowhouses, etc., at Bridge End Works, for Messrs. Brough, Nicholson, & Hall.

Leigh.—The T.C. are applying to the L.G.B. for sanction to borrow £23,556 for the erection of 120 cottages.

Little Bisham.—Three bungalows for Messrs. H. Leek.

Maidstone.—Plans passed by T.C.:—London-road, addition to No. 21 for Mr. L. Mason; Pine-grove, two houses for Messrs. Elmore & Son; Tovil, additions to No 30, Church-street, for Mr. Cousens; Postley-road, two houses for Messrs. Clarke & Epps; Buckland-road, addition to Sycamore Villa for Miss E. Stanger; Bank-street, new district offices, for the Prudential Assurance Company, Ltd.

Marylebone.—The L.C.C. have granted an extension of time for the re-erection of the Church of the Annunciation on a site in Bryanston-street, on the application of Mr. J. G. P. Meaden; and have passed the plans for alterations to 17, Gloucester-place, on the application of Mr. C. W. Reeves, for Mr. B. D. Knox.

Melton Constable.—Plans have been passed for ten cottages for Mr. Taylor.

Minster.—Plans providing for three additional classrooms at the Halfway Houses Council School, Minster, Sheppy, have been approved by the Kent E.C.

Mirfield.—Plans for offices in Fenton-street for the Mirfield Industrial Co-operative Society approved.

Newcastle-under-Lyme.—The T.C. have decided to erect a library, and have appointed a committee to interview Messrs. Briggs, Wolstenholme, & Thornely, architects, of Liverpool, and ascertain upon what terms they would be prepared to prepare plans.

Norwood.—Plans passed by L.C.C.:—Four houses on south side of Deepdene-road, on the application of Mr. H. C. Morrell.

Orrell.—Plans for the erection of a sanatorium by the Lancashire C.C., to accommodate about sixty patients, are before the L.G.B.

Rochford.—The R.D.C. propose purchasing 1¼ acres of land as a site for workmen's cottages at Great Stambridge. That will give room for the erection of eight cottages, with a space of 20 ft. between each pair.

Rowley Regis.—The U.D.C. propose obtaining a loan for enlarging the cemetery, and for the improvement of Moor-lane (£800).

St. George's, Hanover-square.—Plans passed by L.C.C.:—Projecting window and balcony at 34, Park-street, on the application of Messrs. Romaine-Walker & Jenkins, on behalf of Mr. J. de Rothschild; the conversion of 8, Chester-street, into two dwelling-houses, on the application of Mr. W. A. Lewis, for Mrs. L. Hocker.

St. Pancras.—Plans passed by L.C.C.:—Building at south-east corner of Bayham-place, on application of Mr. H. Branch, for Messrs. Boosey & Co.

Scarborough.—The Corporation have decided to proceed with the erection, in the South Cliff Gardens, of a public shelter, the laying-out of terraces, and the construction of a path to extend the whole length of the gardens. The estimated cost of the work is £3,420.

Shipley.—The U.D.C. have agreed that the scheme for new offices on the Manor House Estate shall include a caretaker's house, the total expenditure, exclusive of electric lighting, furnishing, and heating, not to exceed £10,500. They have also approved of conditions to be submitted to architects, who will be invited to submit plans for the buildings.

Southgate.—Plans passed by U.D.C.:—Mr. George Jackson, shop (with flats) at the corner of Hedge-lane and Green-lanes, Palmer's Green; Mr. W. A. Goring, six dwelling-houses, Selborne-road, Southgate; Mr. W. R. Bertie, extensions to sculleries at the rear of five dwelling-houses, Lodge-drive, Palmer's Green; Mr. R. W. Hill, ten dwelling-houses in Princes-avenue, Palmer's Green; Mr. W. A. Goring, dwelling-house at the corner of the Mall and Fox-lane, Southgate; the Rev. N. Richards, drains for the proposed Congregational church, Fox-lane, Palmer's Green; and Messrs. Ginger & Tulett, eight dwelling-houses in Hazelwood-lane, Palmer's Green.

South Mimms.—The Surveyor to the R.D.C. has prepared a plan of a block of four cottages, for which he estimates the cost will be £200 a cottage.

Southport.—The L.G.B. have held an inquiry into the application of the T.C. to borrow £3,750 for the improvement of Lord-street.

South Shields.—The L.G.B. have held an inquiry into an application by the T.C. for sanction to borrow £33,305 for the purpose of carrying out certain extensions to the plant and buildings at the electricity works.

Stanway.—The L.G.B. have approved of the Lexden and Winstree R.D.C. borrowing £2,200 for the Stanway water supply.

Stepney.—Extensive alterations will shortly be undertaken at the education divisional offices, Harford-street, for the L.C.C.

Stockport.—The L.G.B. have held an inquiry into the application of the T.C. to borrow £12,865 for the improvement of Edgeley-road.

Stratford-on-Avon.—The L.G.B. have held an inquiry into an application by the T.C. to borrow £301 for extension of water main, £1,044 for filters, £630 for laying drains on the gathering ground, and £1,580 for a reservoir.

Swansea.—The Hospital Committee have decided to proceed with the extension of the hospital, at an estimated cost of £8,350. Mr. Moxham is the architect. The Housing Committee of the T.C. have decided to accept the Borough Architect's amended scheme for 500 Town Hill houses—200 class A (two bedrooms), rental, 6s.; 150 class B (three bedrooms), 7s. 6d.; and 150 class C (three bedrooms), 8s.; together with six shops at 11s. rentals; and to make application to the L.G.B. as soon as possible so

that the scheme can be proceeded with without delay.

Swindon.—Plans passed by T.C.:—Messrs. Gale, Durlacher, & Emmett, shop front, 58, Regent-street; Mr. C. Wilkins, additions, 15, Cambria-place; Mr. E. H. Bradley, four houses, Springfield-road. A plan submitted by Mr. E. H. Bradley for six houses in The Mall has been disapproved.

Thurmaston.—Plans by Mr. Buckler for additions to Stoneleigh, Thurmaston; and for a bungalow in Humberstone-lane for Mr. E. Sibson have been approved.

Truro.—Mr. J. C. Williams's gift of £1,750 to the Royal Institution of Cornwall New County Museum and Art Gallery Fund, on condition that a similar amount was raised in six months, has been claimed. The central exhibition hall and west wing can now be proceeded with.

Walsall.—The B.G. have decided to proceed with the erection of a new block for men at the Workhouse.

Wigan.—The E.C. are considering plans by Messrs. W. C. Ralph & Son, architects, of a proposed new girls' high school.

Wantage.—Mr. Harris, Surveyor, has been instructed by the R.D.C. to prepare plans of three pairs of houses at Letcombe Regis for submission to the L.G.B.

Wrotham.—The Board of Education have approved plans for the enlargement of Platt Church of England School.

GENERAL BUILDING NEWS.

CHURCH, GOLDER'S GREEN, N.W.

St. Michael's Church, Golder's Green, is being erected from the designs of Mr. John T. Lee, F.R.I.B.A., Tufnell Park. The general contractors are Messrs. Joseph Dorey & Co., Ltd., Brentford.

ST. JOSEPH'S CHURCH, MAIDENHEAD.

The Roman Catholic Church of St. Joseph, Maidenhead, is being completed by the addition of the chancel, transepts, sacristy, and tower. The architect is Mr. Leonard Stokes, F.R.I.B.A., Great Smith-street, Westminster, and the builders are Messrs. Cooper & Sons, Maidenhead.

NEW SECONDARY BOYS' SCHOOL, CROYDON.

Four years ago the Education Committee of the Croydon Corporation erected a secondary school for girls at Selhurst, and they have recently completed a kindred school for boys at the corner of The Crescent and Whitehorse-road, the two establishments sharing the playing field at the back. The new building, which provides accommodation for 414 pupils, is designed on the central hall plan, the hall being 69 ft. long by 38 ft. wide, with a balcony 7 ft. wide along two sides, giving access to the upper rooms. The classrooms are grouped round the central hall, and most of them open directly therefrom. Separated from the main block by corridors and screen doors are two wings containing pupils' entrances, cloak-rooms, lavatories, and cycle-rooms, all in duplicate, so as to provide for the establishment of senior and junior divisions. The wings also provide other accommodation. For instance, in the north wing there are on the ground floor a carpenters' shop, a shop for metalwork, and a timber store. Over these rooms is a dining-room for a hundred pupils, with kitchen, larder and pantry. Over the cloakroom is the artroom, 41 ft. long by 22 ft. wide, provided with large north windows. On the ground floor of the south wing there is a spacious gymnasium, with the latest type of apparatus for Swedish drill, and on the floor above are chemical and physical laboratories, with adjoining classrooms, one of which is fitted suitably for lectures. The outer walls are faced with grey Crowborough stocks, with dressings of red brick and Darley Dale stone. The whole of the upper floors, including the balcony, are of reinforced concrete. The ground floor corridors are paved with terrazzo, the upper floor corridors, dining-room, kitchen, larder, pantry, and laboratories being paved with the special jointless flooring, known as "Doloment," while the floors of the central hall and classrooms are covered with grooved and tongued polished pitch-pine blocks. The hall has a panelled dado on the ground floor, a tiled dado on the balcony floor, and an arched ceiling 32 ft. high above ground-floor level. The classrooms have tiled dadoes, and the other rooms, staircases, and corridors have dadoes of glazed brick. The building is warmed by low-pressure steam radiators, each room being provided with fresh-air inlets and foul-air extraction flues. The heating and ventilation contract was carried out by Messrs. Rosser & Russell, Ltd., of Charing Cross, S.W. Electric light has been installed throughout by Mr. E. C. Price, of Croydon, and the furniture, in Canadian oak, was supplied by Messrs. Bradford, of Manchester. The architects were Messrs. George T. Hine & H. Carter Pegg, FF.R.I.B.A., of Parliament-street, S.W., the building contract with Messrs. William Smith & Sons amounting to £14,495, which works out at £35 per head. Mr. H. R. Fenn acted as clerk of works.

STORES, KNIGHTSBRIDGE.

Excavations are in progress in Arthur-street, Trevor-square, S.W., and in course of time a goods delivery depôt for Messrs. Harrods, Ltd., will be built there. The architects are Messrs. Stephens & Munt, Hans-road, S.W., and the general contractor is Mr. James Carmichael, Wandsworth. This structure is one of several which in the near future will be erected in the neighbourhood, and which will transform this part of Knightsbridge.

OFFICES, CHISWELL-STREET, E.C.

As soon as the present buildings have been demolished a block of offices will be erected at Nos. 4, 5, 6, 7, Chiswell-street, Finsbury-square, E.C. The architect is Mr. W. A. Lewis, A.R.I.B.A., Finsbury-square.

NEW BUILDINGS IN KINGSWAY.

Excavations are in progress at the southern end of Kingsway and Houghton-street. On this site will be built blocks of offices, etc., to be known as Empire House and India House. The architects are Messrs. Trehearne & Norman, Sardinia House, Lincoln's Inn-fields, W.C., and the contract has been let to Messrs. William Taylor & Co., Lower Mall, Hammersmith.

PREMISES, GOLDEN-SQUARE, W.

The rebuilding of the business premises, 34-36, Golden-square, W., is in progress. The architect is Mr. Leonard Stokes, F.R.I.B.A., Great Smith-street, Westminster, and the general contractors are Messrs. Ashby & Horner, Aldgate, E.

BROADWAY HOUSE, WESTMINSTER.

As soon as the demolition of the present buildings is finished a block of offices, etc., to be known as Broadway House, will be erected in Tothill-street, at the corner of Dartmouth-street, Westminster. The architect is Mr. Edgar Stones, Trump-street, King-street, E.C., and the general contractors are Messrs. Walter Lawrence & Son, Finsbury-circus, E.C.

MALTINGS, ETC., BECCLES.

The maltings and sweating kilns at Beccles belonging to Messrs. John Crisp & Son, Ltd., which were damaged by the fire that occurred last year, are being reinstated; two of the maltings, together with the sweating kilns, being already finished, and are now in work again, various alterations have been made, and up-to-date machinery has been installed, together with an electrical plant. The contractor for the buildings is Mr. W. C. Reade, builder, of Aldeburgh; for the machinery, Messrs. R. Boby, Ltd., Bury St. Edmunds; certain hoists by Messrs. Pank & Son, of Norwich; electrical works by Messrs. Mann, Egerton, & Co. Ltd., of Norwich; and the architect is Mr. F. W. Skipper, London-street, Norwich.

SEWERAGE AND SEWAGE DISPOSAL.

Notwithstanding the deplorably foul condition of the River Aire, caused by the discharge of sewage from the city of Bradford, the Shipley Urban District Council, whose extensive sewage disposal works have for many years produced an excellent effluent, have adopted a scheme for obtaining even better results, and have instructed Messrs. Paterson & Nicholson, civil engineers, Bradford, to prepare plans and estimates for submission to the Local Government Board.

The Local Government Board has sanctioned a loan for carrying out a scheme for extending and improving the sewage disposal works at Baildon. The engineers are Messrs. Paterson & Nicholson, Bradford.

THE LONDON COUNTY COUNCIL.

THE usual weekly meeting of the London County Council was held in the County Hall, Spring-gardens, S.W., on Tuesday last, Mr. Cyril Cobb, Chairman, presiding.

Tenders.—Tenders were received for the extension of the tramways carshed at Abbey Wood.

Loans.—The Finance Committee recommended and it was agreed to make loans to the following Borough Councils:—Fulham, £5,000 for electricity undertaking; Lambeth, £14,601 for paving works.

Crystal Palace.—The Chairman of the General Purposes Committee was asked whether, in view of the fact that several of the Borough Councils had decided either to withdraw or cut down their proposed contributions to the Crystal Palace fund, he could state if any suggestions had been made to the effect that the Council should increase its grant in order to prevent the scheme falling through. The Chairman of the Committee, in replying, said that no suggestion of the kind had been put before his Committee, but that a report on the whole proceedings would be brought before the Council at the earliest possible moment.

Celluloid Films.—The Public Control Committee recommended that the Council should seek legislation next session for the further registration and control of premises where celluloid, xylonite, or celluloid films were kept or stored, the controlling authority to be the County Council. Among the provisions was one that such means of escape from fire should be provided as might appear reasonable to the Council.

METROPOLITAN ASYLUMS BOARD.

AT the fortnightly sitting of the Metropolitan Asylums Board on Saturday the Works Committee reported on the question of the reconstruction of works at Long Reach Hospital. The Local Government Board had sanctioned a proposal to carry out the work by direct labour, but subsequently the Hospitals Committee decided that it should be done by contract. Mr. Hatch, the Engineer, had prepared drawings, and the estimate of cost at £3,000. The Committee recommended, and it was agreed, that the plans be approved.

It was further decided that Mr. T. W. Biggs, of Union Bank-chambers, Lincoln's Inn, be appointed to take out the quantities in respect of the works at a commission of 2½ per cent. on the amount of the accepted tender.

PATENTS.

APPLICATIONS PUBLISHED.*

22,683 of 1912.—William James Hewitt: Windows.

22,809 of 1912.—Johannes Jacobsen: Opening and closing apparatus for window shutters.

23,198 of 1912.—Joseph Henry Woodington and Ernest Henry Coles: Apparatus for indicating sewage accumulation and stoppages in drains and the like.

23,431 of 1912.—Harold Albert Clarke: Machinery or apparatus for the manufacture of woven wire material, specially suitable for use as wire fencing, reinforcement for concrete, or the like.

24,464 of 1912.—Rowland Parker: Sash-window fastener.

25,690 of 1912.—George Monk: Casement windows.

26,518 of 1912.—Samuel Rowland Baker: Key-locked bolt for doors and the like.

26,756 of 1912.—John Irving Kirby: Flushing cisterns.

27,176 of 1912.—Joseph Richard Parker: Bolts for doors, for sliding and other windows, and for other like uses.

27,317 of 1912.—Heinrich Preibsch and Gustav Kohler: Machines for making ridge tiles.

28,390 of 1912.—James Parkin (the Ridgley Trimmer Company): Adjustable scaffold.

29,857 of 1912.—Robert Edmund Golightly: Process for the manufacture of cement-asbestos tiles and the like.

1,153 of 1913.—Jean Baptiste Mat: Flushing apparatus for water-closets.

2,631 of 1913.—Tom Black, jun.: Devices for securing slates or the like on roofs.

2,894 of 1913.—Nino Magelssen: Process and material for covering roofs, walls, and the like.

3,088 of 1913.—William Slater and Owen Rufus Ham: Roller shutters.

3,281 of 1913.—John Nash: Stoves and fireplaces.

3,868 of 1913.—Arthur Thomas Wing Fagg and Sidney Paul Jacques: Roads and ways.

3,959 of 1913.—Thomas Hocart Flere: Roadway construction.

7,099 of 1913.—Donald Donald: Clamp for doors, windows, and the like.

7,100 of 1913.—Donald Donald: Devices for opening and closing fanlights.

8,745 of 1913.—Thomas Jackson: Gratings.

11,185 of 1913.—Frank Walter Carmelich: Disinfecting devices for water-closets.

11,200 of 1913.—Herbert Francis Shade: Stoppers for use in testing drain or other pipes.

* All these applications are in the stage in which opposition to the grant of Patents upon them can be made.

THE BEAUTY OF NATURE.

MR. KAINES SMITH'S fourth lecture on the nature of beauty dealt with the question of the beauty of natural forms. "There is," said the lecturer, "no such thing as intentional beauty in Nature. There is no need for beauty in Nature's operations." We are not quite sure that this is entirely true. The beauty of inorganic forms does certainly seem to be merely an accidental by-product. Nature is not romantic. She is concerned only to see that her laws are carried inexorably and ruthlessly to their logical conclusions, and, as far as we can see, beauty could not help her to carry out the chemical and physical changes which underlie the inorganic world. But when we see the male animal of so many species decked out with flaming colours to dazzle its mate, and plants evolving gaily-painted flowers to attract the insects they need for their own continued existence, it is difficult not to believe that Nature is deliberately using beauty for her own ulterior motives. Such considerations, at any rate, suggest that there may be certain laws and standards of beauty of universal application, although the limits of human understanding prevent our dogmatising on the subject. And we think Mr. Kaines Smith goes too far when he says categorically that, "The beauty we give to these forms they do not possess. . . . We regard them as beautiful because they are what we are accustomed to."

In pursuance of this idea, the lecturer said that it took long for the human race to find out that natural objects were beautiful. Even the perception of human beauty did not seem very deep-seated when we consider the hideous idols often with beast heads, which are common to most primitive races. The human form was used in early art, not because it was thought to be beautiful, but because it meant something. Primitive communities invented a standard type of man, not the most beautiful but the most useful to the community. Beauty was an afterthought. In short, "the beauty of Nature is the usefulness of Nature universally admired." We confess this seems to us to be like most epigrams, specious but unsound. But our prejudice against it is based on no better ground than ignorance of its exact meaning, and so is of no account.

When, however, Mr. Smith turned to the question of the part played by associative ideas in augmenting natural beauty, we felt on more familiar ground. Such considerations as historical interest, the contrast between the vast scale of Nature and the puny works of man, the emotions of fear and terror called forth by certain natural forms, and so on, do undoubtedly influence our feeling for beauty in natural scenery, probably to an extent that we can hardly guess. The modern mind is incurably romantic and almost incapable of separating its appreciation of inherent natural beauty from associative ideas. We like the Alps more because they suggest an escape from the confinements of urban life than because their forms satisfy us æsthetically.

But, as the lecturer went on to point out, this feeling for landscape is a modern growth. The Greeks did not admire Nature. They had turned Nature into terms of man, and the machinery of Nature was to them mere machinery. Since the sixteenth century, however, the history of painting shows the gradual development of the idea of the value of landscape for its own sake. The tendency has been to see more and more in the background and relatively less in the figures till at last landscape without figures appears. Commenting on this, Mr. Kaines Smith said, "Long association by gradual familiarity and getting farther away from Nature has caused us to feel beauty in Nature which we have no reason to suppose is there." Surely this is an example of the fallacy that "Beauty is in the eye of the beholder";—a fallacy which Mr. Smith himself condemned in his first lecture.

THE EIGHTEENTH-CENTURY EARLY PERIOD.

MR. A. E. RICHARDSON'S third lecture on "Neo-Classic Architecture" had as a sub-title "Tendencies of the Palladian School towards Roman Models," a phrase which sufficiently explains the nature of the ground covered. As the lecturer said, "The term 'eighteenth century,' considered from an architectural standpoint, takes forty years from the seventeenth and twenty from the nineteenth century. Practically the whole of the work of the Wren school was accomplished at the end of the reign of Queen Anne; in fact, before the advent of George I. the influence of the great architect was already overshadowed by the machinations of others. But it is imperative to remember that the academic diction of the ensuing phase owes its existence to the enormous activity of Wren, and this in spite of the temporary reaction of taste which for a time prompted a return to the style of Inigo Jones."

Before dealing with Wren's successors, the lecturer mentioned his chief contemporaries, Edward Jerman, who rebuilt Gresham's Royal Exchange after the Great Fire; Capt. Wynne, who designed Newcastle House, Buckingham House (the nucleus of Buckingham Palace), and other works; Henry Bell, a talented provincial architect, who built the Customs House and other buildings at Lynn; Talman, a rival of Wren's for some time, who designed Chatsworth for the first Duke of Devonshire; John Vanbrugh and Hawksmoor, both possessed of sufficient individuality to give their work a curious divergence from the teachings of Wren.

Alluding to Vanbrugh's great opportunity, Blenheim Palace, Mr. Richardson said that "his daring originality evolved a plan dissimilar to anything then in existence, and one which, despite its inconvenient arrangement of domestic offices, is essentially monumental. Vanbrugh's study of academic planning apparently obscured his vision regarding a reticent silhouette for elevations; for the latter he approached his subject in the spirit of a painter of stage scenery and gave preference to a gigantic vertical element in his compositions which terminated in a series of meaningless and unnecessary features. Much of the detail at Blenheim bears resemblance to that of the contemporary Louis-Quatorze style, but treated with great freedom."

"Hawksmoor's training under Wren, and more than passing acquaintance with Vanbrugh's ideas, led him to attempt a reconciliation of both systems for his own work. The following churches are his:—St. Anne's, Limehouse; St. George's-in-the-East, St. Mary Woolnooth; St. George's, Bloomsbury; and Christ Church, Spitalfields. The latter design is perhaps one of his best plan examples, but his finest work is St. George's, Bloomsbury.

"All the foregoing architects owe a debt to Sir Christopher Wren, whose genius stimulated their own efforts; the general desire for a time being in the direction of even greater originality than that displayed by the master; and in the case of Vanbrugh it was carried to excess."

Mr. Richardson next dealt with the influence which the "Grand Tour" was beginning to exercise over English taste. From the year 1700 onwards noblemen and antiquaries, patrons and artists flocked to Rome, their sole ambition apparently being to obtain a sound knowledge of its antiquities. Among the amateurs who visited Italy at this time the foremost is Richard Boyle, third Earl of Burlington. His immediate influence was extended to a small circle of professional men, including Colin Campbell, Giacomo Leoni, an Italian who assisted in a translation of Palladio, and William Kent. The taste of this group reverted to pure Italian models, and applied a rigid system of Classic architecture to domestic problems. By the year 1735 the movement in favour of blending Palladian *motifs* with correct Roman detail was assured.

Summing up, Mr. Richardson said that "the works of the foregoing eighteenth-century architects in a way begin the academic English manner; the earlier school offers nothing to equal their dignified scale and simple expression, and the buildings of the period contain unequalled qualities of composition. The architecture was classical in its tone, its composition was borrowed from Italy, but the respect for order and sound arrangement was guided and tempered by an unequalled surety of taste."

The remainder of the hour was devoted as usual to a critical consideration of selected examples illustrating the work of the men referred to above.

Chatsworth, Talman's most important building, was, Mr. Richardson said, admirably placed with regard to the landscape in which it stood, and the bridge built sixty years later enhanced the effect. The details, however, particularly the curious keystones and the row of vases on the skyline with a solitary figure, were unsatisfactory. Bell's Custom House at Lynn, the lecturer thought, a very happy piece of work. The rather equal division of the building was saved by the interest given to the roof.

Castle Howard, by Vanbrugh, was interesting because of the introduction of a curved feature in the angles of the courtyard, which eventually gave way to the quadrangles of Adam and Chambers. Its faults were that the central mass was too big. There was a lack of breadth between the double pylons on either side of the portico. The features on the roof were meaningless, and the introduction of huge keystones was another fault common to the period. The garden front had greater breadth of effect owing to the absence of the pylons, but the broken pediments were an abomination. The detail was on too large a scale. The west front was very different and plain in comparison with the rest of the building, but it was academic and of great polish. The continuity of the minor horizontal lines and the subdued keystones were satisfactory.

Blenheim, by the same architect, was, said Mr. Richardson, more reticent in its garden front than in the main front. The central mass was good, but the skyline was broken up by meaningless ornaments and lacked simplicity. A reticent skyline was, the lecturer thought, a very good test of architecture. The entrance front was daringly original, the quadrangle screen as a submotive being very effective, but the redundancy of the two pediments, one above the other, was a mistake. As an instance of Vanbrugh's taste for mere size attention was drawn to the bridge spanning a very small and insignificant pond at Blenheim. This bridge is of huge size, so gigantic in fact that there are rooms in the spandrels of the arch.

After showing some photographs of Seaton Delavel and pointing out that Cockerell had been influenced by this building, the lecturer passed on to the work of Kent, "Burlington's Ghost." Kent was, he said, an atrocious mural painter, who was always spoiling his own architecture with his own paintings. As an architect, however, he had distinct ability. His designs for Holkham Hall, Norfolk, showed distinct evidence of the return to Roman models. His treatment of the entrance hall was admirable, a semi-dome giving the climax. Attention was drawn to the beautiful way in which the coves were brought down from the square forms of the ceiling to the entablature.

In conclusion several photographs of Cassel's Parliament House, Dublin, were shown. Originally there was a flat dome to this building, which, however, was burnt down and not replaced. The wings were added in the later part of the eighteenth century. It was, Mr. Richardson thought, a building which deserved to be better known among English architects

BOOKS.

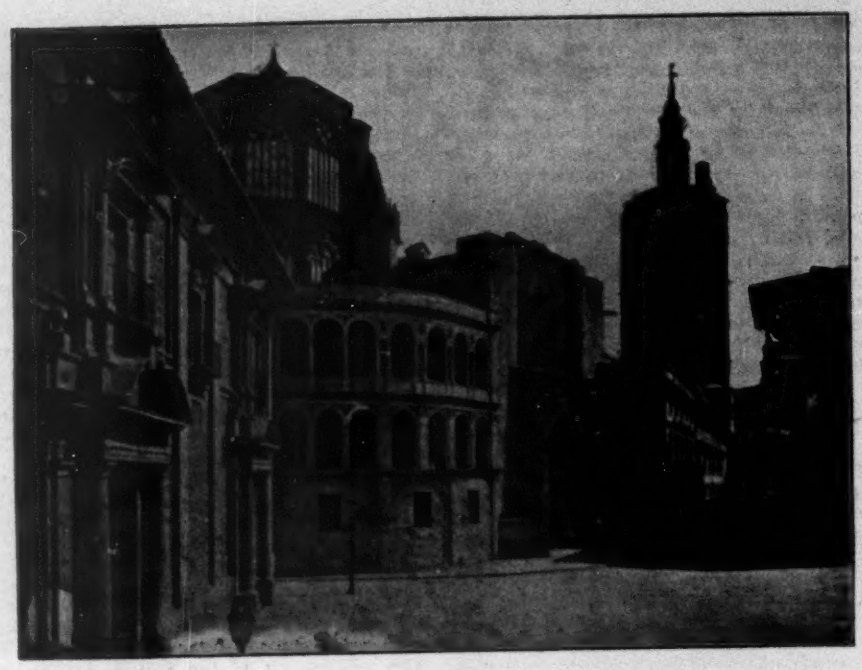
The Cathedrals of Southern Spain. By C. GASQUOINE HARTLEY (Mrs. Walter M. Gallichan). (London: T. Werner Laurie, Ltd. 6s.)

As in the previous volume reviewed—"The Cathedrals of Western France"—a great defect of the work is the entire absence of plans, which are better than any description in enabling the reader to understand the essential points of the buildings described, and the small size and poor quality of the photographs with which the work is illustrated. Most of the latter might well be the indifferent results produced by an inexperienced amateur using a small camera; and there is frequently no reason why they should not be very much larger, as the margins round most of them are wide. The plan adopted in many instances of placing two small photographs on one page is a further mistake. Great cathedrals cannot be fittingly illustrated by photographic views of a few inches square.

Photography is of the greatest use for architectural illustration if care and judgment are exercised, but if the size of the photographs is too small they are far better eliminated in favour of outline drawings.

These faults, however, are, we take it, those of the publisher, and do not militate against the excellent writing of the author, who treats a most fascinating and interesting subject with insight and sympathy.

In an able introductory sketch the author protests against the tendency to attribute to foreign influences, especially that of France, all the phases and ideas underlying Spanish architecture, and says it is well to gain a detailed



La Seo, Valencia.

From "Cathedrals of Southern Spain," by permission of Messrs. T. Werner Laurie.

knowledge of the earlier churches from which the more mature Spanish Gothic was developed.

These early buildings date from the eighth century, and their style is strongly marked and accentuated. In them we find horseshoe arches occur; the plans are on basilican lines, with three long narrow naves, the choir placed opposite the altar; while the decoration is sober and the sculpture rude. Examples of such churches are San Miguel de Lino and Santa Maria de Naranco, near Oviedo, and the basilica of San Juan de Banos in Palencia, as well as the almost unknown church of Santa Comba de Banda on the Galician frontiers of Portugal.

Foreign types were introduced, but in Spain they developed luxuriantly and absorbed the original Spanish type, which they enriched. Leon Cathedral alone is an example of a characteristic French cathedral on Spanish soil. The author argues that instead of a likeness between the work of France and Spain existing there is a sharp and sudden contrast noticeable immediately the frontier is crossed.

The Spanish type of Gothic retained to the latest period a marked Romanesque character. The cimborio is unknown in other national developments of Gothic, and is more in harmony with Byzantine types.

It is a mistake to suppose that the horseshoe arch was introduced by the Moors, and it is now known that it was used as early as the second century by the Visagoths, whose interesting and little-known civilisation was, the author states, of Byzantine origin, like that of the Moors.

The splendid development of Romanesque architecture in Spain was a result of the great religious enthusiasm caused by the popular crusade against the Moors, and was the great church-building epoch in Spain, when many bishoprics were created to aid the rulers of Castile in their political ambitions.

Almost without exception the Spanish cathedrals are placed in the centres of the towns, so hemmed in with other buildings that they are difficult to approach, the steeples being their finest feature externally. The typical plan of a Spanish church is that of a broad oblong with no projecting transepts, the apse being much less developed than in French churches. The dominant note is given by the crossing, where the choir, facing the high altar, is placed. Architecturally, this part of the church is dignified by the arch of triumph erected above it, and it is here that the whole resources of the Spanish decorative arts are employed. The whole movement of the service—the ceremonial part and the choral part—takes place at this point in the centre of the church and in the midst of the congregation, and not at the east end, as elsewhere. The chief architectural expression is confined to the interiors in contrast, the author states, to the Gothic of France and other Northern lands. We think the latter statement is erroneous as applied to French Gothic, as we hold that the first consideration of the French cathedral builder was interior design, and that no sacrifice to exigencies of external effect is apparent in French Gothic at its culmination.

The book deals with the cathedrals of Andalucia—Cordova, Seville, Granada, Jaen, Malaga, Cadiz, Baeza, Almeria, and Goudix—and with those of Valencia and Murcia; while other sections cover Aragon and Navarre and Catalonia; and the descriptions of the various buildings are clearly and well written. The book should prove a useful aid to those who contemplate a visit to Spain as well as to those interested in architecture.

Switch Gear and the Control of Electric Light and Power Circuits. By A. G. COLLIS, A.M.I.E.E. (London: Constable & Co., Ltd.)

THIS little book strikes one as having too limited a utility for a shilling manual. The author takes for granted that the numerous very sketchy diagrams will be understood by his readers, as the descriptions are, if anything, more sketchy than the diagrams themselves.

The book seems to be more or less a synopsis of the contents of the author's larger work on the same subject. It deals chiefly with the controlling of power stations and large installations. It is not sufficiently explanatory for the amateur or even the operator of switch gear properly to comprehend, while the more learned designer would naturally go to the fountain head for his information.

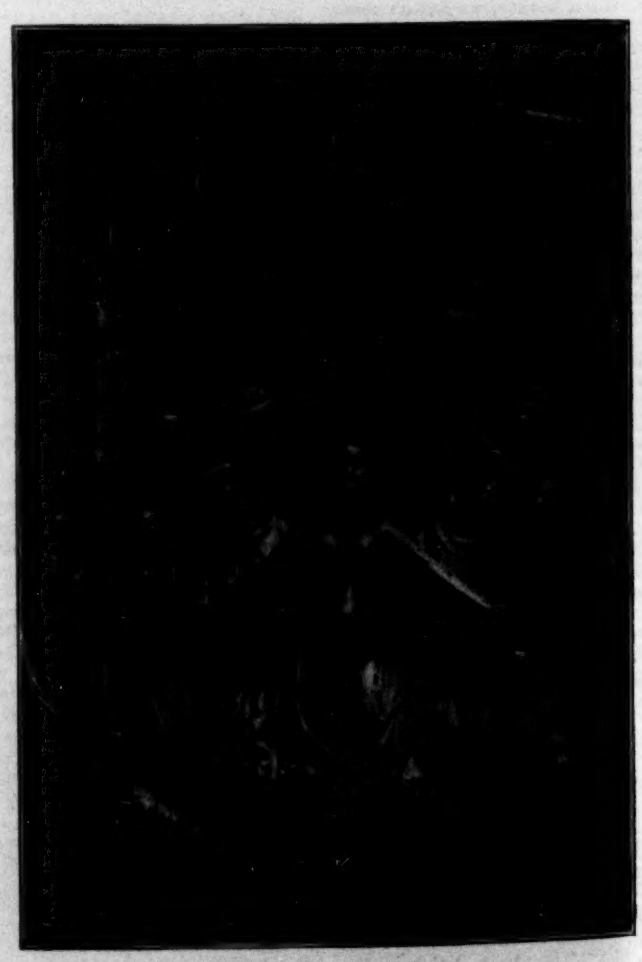
Cranes and Hoists: Their Construction and Calculation. By HERMANN WILDA. (Scott, Greenwood, & Son, 8, Broadway, Ludgate, London, E.C.)

THIS looks like a good book gone wrong in the translation. The illustrations and much of the descriptive matter are good and clear, but when numerous mistakes occur in vital formulæ no responsible designer dare trust a single page. Such mistakes can be found on the bottom of p. 17, the top of p. 18 and p. 72 (h), among the simplest formulæ, and the reviewer confesses to lacking the patience needed for investigating the truth of the more complex ones. The last line on p. 13 is obscured by the omission of the word "and," while the two penultimate paragraphs on p. 13 give strange information as to possible vagaries rather than usual practice.

INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS:

A NEW SYSTEM OF HOUSE DRAINAGE.

A MEETING of the Institution of Municipal and County Engineers was held on Saturday, November 1, for the purpose of inspecting the Shone system of ejectors for the sewage disposal of the House of Commons and the new Shone system for dealing with domestic sewage in public buildings, hotels, and private houses as installed at the Karsino, the new river hotel on Tagg's Island, Hampton.



Detail of Altar Mayor.

From "Cathedrals of Southern Spain," by permission of Messrs. T. Werner Laurie.

The members assembled at the Chancellor's Gate, Victoria Tower, where they were met by Mr. Isaac Shone, the inventor of the system, and Mr. W. Bowden, Assistant Engineer to the Houses of Parliament, who acted as guides to the party, and explained the drainage, ejector, and ventilation works, for which permission had been kindly given by H.M. Office of Works. The system of ejectors has been in operation at the Houses of Parliament for some twenty-seven years. There are three ejectors of 500 gallons each in use, and they have dealt automatically and also satisfactorily with the sewage during that period.

After a complete inspection of the drainage works at the Houses of Parliament the members proceeded by motor-omnibuses to Hampton, where the new drainage system at the Karsino was inspected.

Mr. J. W. Cockrill (Great Yarmouth) presided at the business meeting; and among the large gathering of municipal engineers present were Messrs. T. W. A. Hayward (Battersea), Norman Scorgie (Hackney), J. Patten Barber (Islington), W. Fairley (Westminster), O. E. Winter (Hampstead), W. Nisbet Blair (St. Pancras), P. G. Killick (Finsbury), P. Dodd (Wandsworth), E. Van Patten (Lewisham), J. Croxford (Brentford), J. Sutcliffe (Deptford), A. W. Currie (Stoke Newington), E. B. Newton (Paddington), J. C. Radford (Putney), J. Rush Dixon (Woolwich), S. H. Chambers (Hampton), J. Thomson (Dundee), A. E. Collins (Norwich).

Mr. A. H. Vanner, J.P., Chairman of the Hampton Urban Council, in welcoming the members, claimed that Hampton stood unique in the sanitary world. For fifteen years it had been the mecca of students of sanitation, who came from all parts of the civilised world to see th ir sewage disposal works. Now the latest and most unique system of house drainage had been introduced there. From the Council's point of view the introduction of the Shone system was of great significance.

Mr. P. Dodd (Wandsworth) proposed a vote of thanks to Mr. Shone for the demonstrations they had witnessed at the Houses of Parliament of the Shone system, and for the explanations he had given and the valuable brochure he had prepared for their information describing the Shone hydro-pneumatic and antiseptic drainage system. With regard to the hydro-pneumatic system which they had inspected at the Houses of Parliament, he thought Mr. Shone was to be congratulated upon having his ejector system installed at one of the most important buildings in the world, and that it had worked automatically and successfully for twenty-seven years. The process of filling and emptying those ejectors had gone on regularly and automatically under all conditions and with tide-locked sewers for all that time, and he thought they would all agree it was a splendid record. With regard to the antiseptic system in connection with the ejector, it seemed to him it was going to revolutionise the system of house drainage. In November of last year a discussion took place at the Royal Sanitary Institute, initiated by Mr. Boulnois, on the Departmental Committee's Report on House Drainage. During that discussion he (Mr. Dodd) called attention to this new apparatus which he had seen and inspected for the first time on the very day that the meeting was held. It seemed to him then, as it did now, to answer all the Departmental Committee's Report, inasmuch as it overcame the principal objections of those who were against the abolition as well as of those who were against the retention of the intercepting trap. Mr. Shone's new apparatus not only prevented the sewage from becoming septic, but it drives in fresh air, and conveys that fresh air into the drains and sewers. It had a combination of points not possessed by any other intercepting trap or similar apparatus—in fact, it was an automatic self-cleansing intercepting trap and drain and drain and sewer-flusher and ventilator combined. The drain and sewer smells were taken away from instead of being brought to the house as at present. The cost of the new drainage system would be apparently much less than the present system, inasmuch as the drains need not be so deep, the soil pipe could be used as a rain-water pipe, and the present gully trap, air inlets, and also the existing expensive anti-siphon pipes could be entirely dispensed with. With a view of testing the apparatus he ordered and had one fixed at his house about eight months ago, and he was pleased to say it had not caused the slightest trouble, and had worked perfectly satisfactorily during the whole of that time. A well-known Putney resident (Mr. G. Turville Brown) had a similar apparatus fixed at his house about the same time, and he believed he had had equally satisfactory results. If the new apparatus was adopted generally it would doubtless be necessary to revise the existing by-laws as to house drainage, and he ventured to suggest that the sooner this was done the better. It would be unreasonable to make it compulsory upon property owners to alter their present system of drainage, which had been approved by sanitary authorities, and therefore the revised by-laws should not be retrospective.

Mr. S. H. Chambers, Engineer to the Hampton Urban District Council, who seconded, said the premises, with the new system of house drainage, were within the confines of his district and was installed by his recommendation and with the approval of the District Council, and he hoped that sooner or later reasonable by-laws and regulations might be allowed by the Local Government Board to permit such a system being generally adopted. The absence of any description by Mr. Shone of the apparatus such as would show the method of operation was somewhat peculiar to enthusiastic inventors whose minds were so occupied with the surroundings of the subject that they could not bring themselves into the consideration of the smaller details of the invention, which, he took it, was the matter that they were there that day to consider. Although he must state that these were admirably and elegantly depicted on the drawings at the end of the pamphlet, and from which the method of operation could be easily deduced, the members could hardly conceive the amount of time, trouble, and expense that had been involved in the design and construction of the apparatus they would see that day, and which was the outcome of probably a large number of experiments devoted to the creation of such a contrivance. In his opinion the building and situation were ideal for demonstrating the Shone system, and one might say that it had now had a fair and ample trial, having been installed since June 21 last—some 132 days—and during that period he was given to understand 40,000 persons had visited the premises. The drains had received the sewage and every kind of liquid wastes that any house and hotel legitimately discharged into the public sewer, and not the slightest trouble had occurred; on the contrary, he had every reason to believe that the wastes, containing as they did large quantities of fatty and greasy matters coming from the extensive and busy kitchens, would be more effectually dealt with than otherwise. So much had been written of late and so much had been said during the past years with respect to by-laws and drainage regulations generally and intercepting traps in particular that it was not his intention to dwell upon the subject. Suffice it to say they were all agreed that alterations were urgently required in the existing chaotic state of affairs, both as regarded by-laws and drainage matters. The system under consideration overcame the defects of the methods at present in vogue. Those who favoured the abolition of the present intercepting trap had their objections swept away, and those who favoured the retention of the intercepting trap and called it a necessary evil would find that the evil was removed. When it was possible to have self-cleansing, thoroughly ventilated drains, sewer connections and sewers flushed and ventilated automatically by the liquid wastes themselves, without resort to artificial and mechanical means and without extra cost and probably at less cost than present drainage works, and certainly less in the consumption of water, then he affirmed that Mr. Shone had achieved what no one else had hitherto, and he was pleased to have had, with others, the opportunity of putting the system to the test. Briefly the drainage of the premises, which was on the separate system, might be described as follows:—All connections, sinks, lavatories, baths, and water-closets were properly trapped with a good seal and connected to the main drains as conveniently as possible. From the top of each trap a pipe communicated with the external air in the shortest manner, thus ventilating the back of the trap; the soil-collecting pipes were ventilated at junctions and as often as possible, and only came up slightly above to receive the highest connection with a saving of "wall climbers"; no gulleys containing gallons of filthy matter were required. The main collecting pipes were connected to the *cunctæ in tenum* as conveniently as possible and delivered their contents into the same. This apparatus was, in his opinion, a much-needed acquisition to every house drain, especially smaller property where the water consumption was low. It received the dribbles and flushes of waste and held them until its full capacity was reached. When full it automatically, without human or mechanical aid, discharged and ejected its total contents in a few seconds, pushing before and also drawing after it, by means of a by-pass tube, fresh air, thus ventilating the house drain, sewer connection, and sewer. Means were provided by the small flap valve to prevent any back wash of sewer air into the house drain, and double trap and seal was provided, the contents of which were effectually displaced at every discharge, and stale and stagnant liquid could not be left in the house drains. The apparatus could be used for flushing the sewers just as effectively. The discharge in the case of the apparatus to be inspected was at the rate of 6 ft. per second, and enabled the sewer connection to be laid at a gradient of 240, thus avoiding deep and troublesome cuttings and trenches in public highways. Whereas the existing gradient required was 1 in 40, which was non-effective in the majority of cases. The apparatus was a simple, skilfully and scientifically designed casting, naturally automatic in action, without wearing or detached parts. No artificial energy was required to operate it, was perfectly noiseless, being self-contained and watertight, and it could be fixed anywhere. There were no difficulties in manufacture. It received liquid at low velocities and ejected the same at high velocities. He need not refer to the method by which the sewage from the apparatus was transported to the sewage disposal works, through the ejector's rising main, as it had been fully described by Mr. Shone.

The vote of thanks having been accorded,

Mr. Isaac Shone, in responding, said he remembered some years ago telling the Agent-General for Victoria that this was an apparatus which could be put in a drawing-room, and he replied, "Why not advertise it and say, 'No drawing-room is perfect without it'?" Those who were present at the Houses of Parliament saw the ejectors—the nest of three, as he called them—receiving the sewage automatically and discharging it into the main metropolitan sewers, but as the Houses were not sitting the discharge was at the minimum point. The maximum quantity the installation would discharge was 1,250 gallons a minute. They had seen that morning at the Houses of Parliament that the apparatus worked automatically and perfectly. At Mr. Karno's establishment it was a fact that from the first day the apparatus was installed it had never given any trouble, and when they inspected it they would find it was perfectly sweet, and that they could put it in their drawing-room. He asked all who were sincerely anxious for an amendment of the present system to carefully peruse his brochure, in which he had told them everything of interest of this new system.

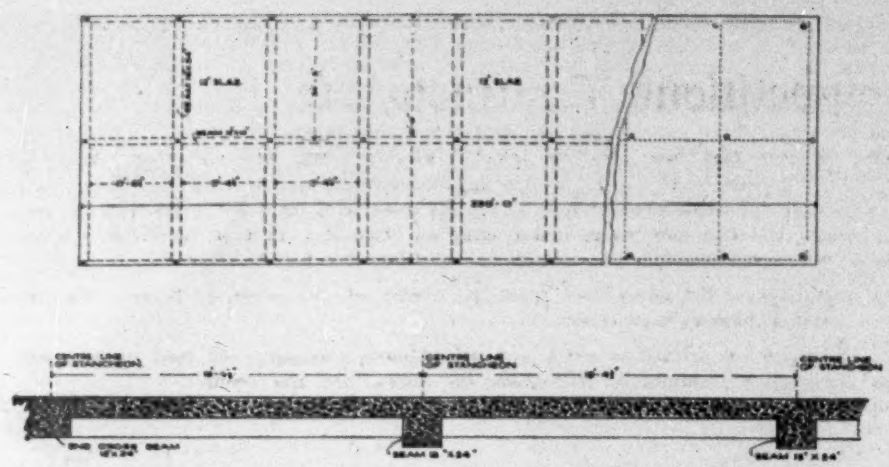
THE MANCHESTER SCHOOL OF ARCHITECTURE:

EXHIBITION OF STUDENTS' DRAWINGS.

In the great days of Manchester architecture, when Barry, Cockerell, and Goodwin from the metropolis built so finely in the Northern city, there was not lacking a sturdy local school of architects of strong conviction and singleness of aim to match the works of the masters of greater reputation. Since those days there has been an interregnum of haphazard, and, although it has been shown now and again by a few of the stronger men that the original architectonic spirit still lived under the conflict of styles and amid much confusion of purpose, the great buildings of Walters and Greggan have remained unmatched by any later work for vigour and sincerity, and all the qualities that make for greatness.

It would be rash to predict a great future for the city from the studio work of its architectural students, but we regard the exhibition of the work of the students of the Manchester School of Architecture as, at any rate, symptomatic of a growing vitality, and as a vastly encouraging sign of a real cultivation of the architecture of conviction.

The measured work strikingly emphasises this tendency. We missed the dainty trifles once so familiar among measured drawings, the scraps of craftsmanship rendered by fragmentary draughtsmanship, the odd



Figs. 1 & 2. Plan and Cross-Section of Foundation Raft.

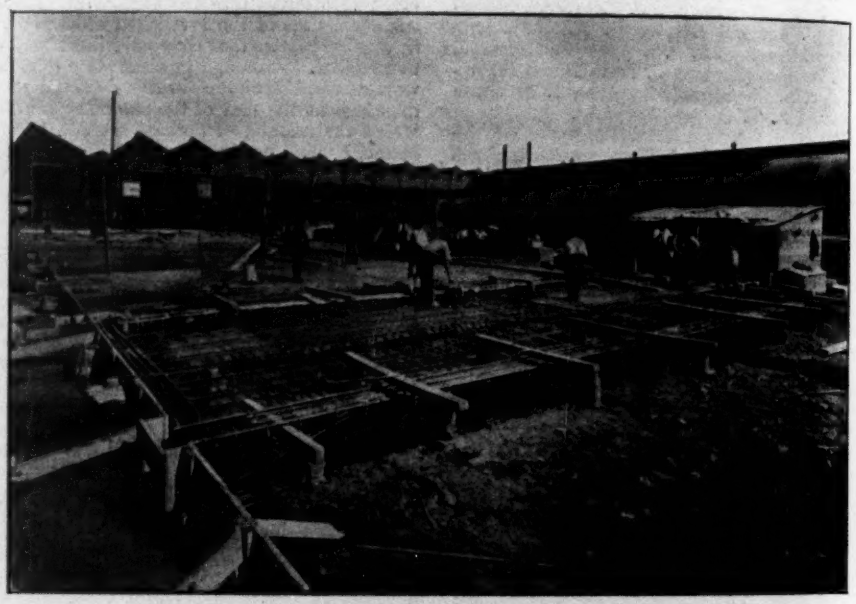
windows and buttresses torn from their setting and neatly served within the limits of a single sheet. No student appears to have measured at more than a dozen buildings in one session. Instead we have clear evidence of a direct line of study on consistent lines on the part of each student, of serious work of comprehensive scale, for which there is apparently keen enthusiasm in the School. There is, of course, nothing new in all this; it has been the method of many distinguished students, and the new R.I.B.A. scheme of examinations and the courses of study of many of the architectural schools show the same trend; but it is refreshing to find the Manchester School of Architecture wholeheartedly for it.

There is excellent work among the studies of Manchester buildings. Mr. Hemm's drawings of the Old Town Hall are a reminder of the city's loss in the destruction of the building, and constitute a valuable record. This student and Mr. Teasdale show carefully-rendered drawings of Barry's Art Gallery; but, while their draughtsmanship is wholly admirable, it matters most that such stuff as these fine examples are is being built into their training. These drawings indicate, too, a useful purpose towards which the School might devote its energies—that of forming a collection of drawings of the representative city buildings of this period.

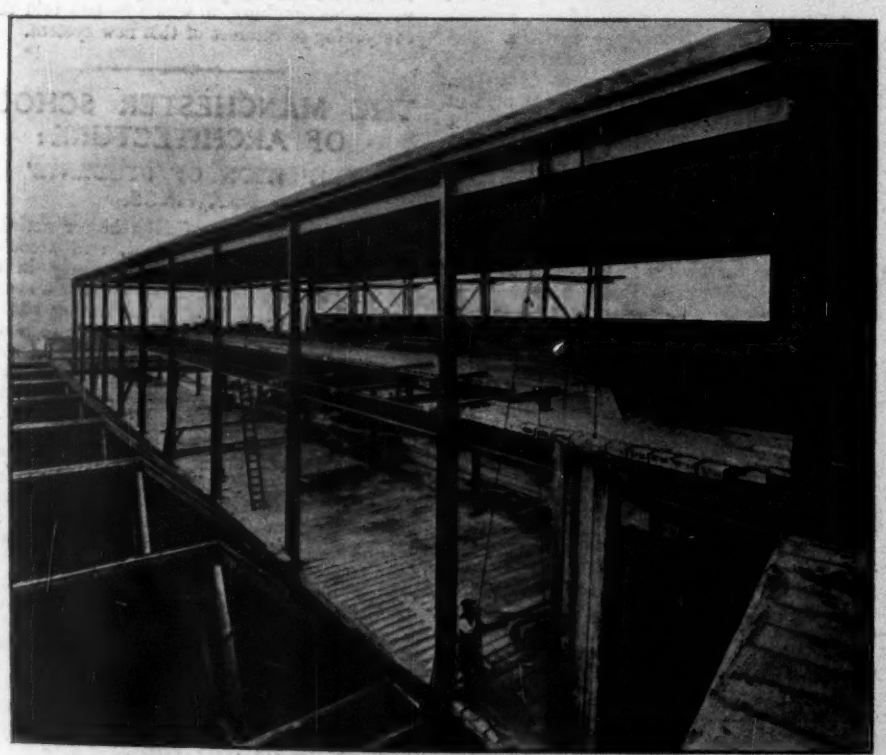
Mr. J. Hubert Worthington's Italian studies are of particular interest to readers of his essay on "Perruzzi" in a recent R.I.B.A. *Journal*. His ½-in. details are drawn with evident sympathy with his subject, and the full sizes give an insight into the technique of the Italian master. The research work of Mr. J. S. Beaumont, a Gilchrist scholar at the British School at Rome, especially the unfinished drawings of the Forum of Nerva, is most absorbing, and he exhibits some sketches of a lighter order.

There are inevitably signs of immaturity in the design section, but the work as a whole is of high quality. We noted here again an evident seriousness of aim as commendable as the achievement itself. Mr Herford's design for a University, submitted in Stage II. in the competition for the British School at Rome Scholarship, shows a real grasp of the subject. The block plan is well worked out, and there is an alertness in the detail which gives a lively interest to the whole conception, though the treatment of the masses is not always entirely classical. The work of the Final-Year students in the B.A. course is represented by designs for a domed church, some of which appeared in our pages recently. Mr. W. O. Jones and Mr. Howcroft rely too much upon applied pilaster for external effect, and Mr. Teasdale's plan is too much upon quasi-Gothic lines for entire success, but the three designs are careful and restrained studies which show great promise, and the subjects are fully developed in large-scale drawings of refined and scholarly detail.

There is very good work among the lesser designs, marred here and there by the prominence given to partially assimilated mannerisms of some of the giants of our day, marking an unconcealed admiration which will do the students little harm. Mr. Young and Mr. Stott own allegiance in a well-defined quarter, but their work is very spirited and earnest. Mr. Young's Classic villa shows a great advance from his sketch for a palace, and from his village church it is clear he works with equal facility in the Gothic manner. Mr. Stott handles his masses very capably, and his Tube Railway-station is a clever piece of grouping; his designs altogether are very vigorous in type. Mr. Hemm and Mr. Norris also exhibit excellent work.



Paint Shop: Raft in course of construction, for the Wolseley Tool and Motor Works, Birmingham.



View showing Siegwart Flooring in course of erection, for the Wolseley Tool and Motor Works, Birmingham.

WOLSELEY TOOL AND MOTOR WORKS, BIRMINGHAM.

RECENT extensions of the Adderley Park works of the Wolseley Tool and Motor-Car Company, Ltd., in Birmingham, include a three-story factory building, 445 ft. long by 40 ft. wide, and a new paint shop 330 ft. long by 51 ft. wide, this also being a three-story building.

The site for the new paint shop consisted of an old clay pit filled in with rubbish, and

(*Continued on page 501.*)

List of Competitions, Contracts, etc.

For some Contracts still open, but not included in this List, see previous issues. Those with an asterisk (*) are advertised in this number: Competitions, iv.; Contracts, iv. vi. viii. x.; Public Appointments, xxii., xxiii.; Auction Sales, xxviii. Certain conditions beyond those given in the following information are imposed in some cases, such as: the advertisers do not bind themselves to accept the lowest or any tender; that a fair wages clause shall be observed; that no allowance will be made for tenders; and that deposits are returned on receipt of a bona-fide tender unless stated to the contrary.

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

***** It must be understood that the following paragraphs are printed as news, and not as advertisements; and that while every endeavour is made to ensure accuracy, we cannot be responsible for errors that may occur.**

Competitions.

* NOVEMBER 12. — **Luton.** — SCHOOL. — The Borough of Luton Education Authority invite architects to submit designs, in a limited competition, for a new elementary school. Premium of selected design, £5 per cent. on total cost, plus travelling expenses; or, if his design is not used, £10. 10s. Other successful competitors £5 5s. each.

NOVEMBER 13. — **Bosmere and Claydon.** — WORKMEN'S DWELLINGS.—The R.D.C. of Bosmere and Claydon invite plans and specifications (with approximate cost) for the erection of three pairs of working-men's cottages which are to be built upon part of a plot of land in Needham Market, with a view to the selection of plans most suitable for the purpose. Each cottage is to contain two living-rooms and scullery, with the usual out-offices, and three bedrooms. Mr. R. M. Cook, Clerk, 6, Providence-street, Ipswich.

NOVEMBER 29. — **Folkestone.**—BAND PAVILION.—The Folkestone Corporation invite designs for a band pavilion to be erected on the face of the West Cliff. See advertisement in issue for August 15, and "Competition News," August 22.

DECEMBER 19.—**Bury.**—WORKMEN'S DWELLINGS.—The Corporation of Bury are prepared to consider schemes from architects and builders for the erection of ten pairs of semi-detached cottages, as an extension to the existing housing scheme, off Bolton-road. Particulars on application to the Borough Engineer, Bank-street, Bury. Deposit, £1 1s.

DECEMBER 31.—**London.**—GOVERNMENT BUILDINGS.—The Commissioners of H.M. Works and Public Buildings invite designs from architects in competition for new offices for the Board of Trade, etc., in Whitehall-gardens, S.W. For particulars, see issues for September 5 and October 17, and also advertisement in issue of September 5.

JANUARY 2, 1914. — **Manchester.**—NEW BUILDINGS AND ALTERATIONS.—The Board of Directors of the Manchester Royal Exchange, Ltd., invite architects to submit designs for additional new buildings and alterations on the existing Exchange buildings. See advertisement in issue for September 5.

* FEBRUARY 1.—**Coventry.**—TECHNICAL INSTITUTE.—The Coventry Corporation invite competitive sketch plans for a Municipal Technical Institute at Pool Meadow.

* MARCH 20. — **Belfast.** — ART GALLERY AND MUSEUM.—The Belfast Corporation invite designs for above buildings. Total cost not to exceed £75,000, of which only £30,000 will be spent at once. Assessor, Mr. John J. Burnet, A.R.S.A., LL.D.

APRIL 1.—**Sofia.**—DESIGNS FOR A ROYAL PALACE AND LAW COURTS.—Particulars from the Commercial Intelligence Branch of the Board of Trade, Basinghall-street, E.C. See page 173, August 9, and page 350, September 27, 1912; also page 708, June 20.

* APRIL 2. — **Ottawa.** — DEPARTMENTAL AND COURTS BUILDINGS. — The Department of Public Works, Ottawa, invite architects to submit sketch designs in a preliminary competition for above buildings. Six will be chosen from these for final competition. The five unsuccessful competitors will receive $3,000. The winner will be entrusted with the work. See particulars in issue for September 19 and advertisement in issue of September 12.

NO DATE.—**Cookstown.**—TECHNICAL SCHOOL.—The Cookstown Technical School invite plans, etc., for the erection of a new technical school. An award of 10 guineas will be given to the successful competitor. Particulars of Mr. L. Bradley director, Mount Royal, Dungannon.

NO DATE. — **Newport Pagnell.** — ARTISANS' DWELLINGS.—The Newport Pagnell R.D.C. have decided to erect cottages under the Housing and Town Planning Acts, and invite competitive plans, specifications, etc. Ten guineas will be awarded the successful competitor. Full particulars and rules of the competition on application to Mr. Charles W. Powell, Clerk, Newport Pagnell.

Contracts.

BUILDING.

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

NOVEMBER 10. — **Dundalk.** — SMITHY. — The Great Northern Railway Company (Ireland) invite tenders for the extension of the engineer's smithy at Dundalk. Specification at the engineer's offices at Dublin and Belfast. Mr. T. Morrison, secretary, Secretary's Office, Amiens-street Terminus, Dublin. Deposit, £1 1s.

NOVEMBER 10. — **York.** — WORKHOUSE WARDS.—The Guardians of York Union invite tenders for the erection and completion of infants' wards at the Workhouse, Huntingdon-road, York, in accordance with the specifications prepared by Mr. S. Needham, 18, Coney-street, York. Deposit, £1 1s.

NOVEMBER 11.—**South Milford.**—HOUSE.—The North-Eastern Railway Company invite tenders for the erection of a house for the stationmaster at South Milford. Specification, etc., of Mr. William Bell, the Company's Architect at York.

NOVEMBER 11. — **Stretford.** — SCHOOL. — The Stretford Education Authority invite tenders for the erection of a public elementary school in Trafford Park. Plans, etc., of the architects, Messrs Woodhouse & Howard, 88, Mosley-street, Manchester. Deposit, £2 2s.

NOVEMBER 12. — **Balrothery.** — LIBRARY.—The Balrothery D.C. invite tenders for erecting a library in Oldtown, in accordance with plans and specifications prepared by Mr. Anthony Scott, C.E., 49, Upper Sackville-street, Dublin, of whom particulars can be obtained.

NOVEMBER 12. — **Partown.** — HOUSES.—For the erection of two semi-detached houses, Skipton-avenue, Partown. Plans, etc., of Messrs. Joseph Berry & Sons, architects and surveyors, 3, Market-place, Huddersfield.

NOVEMBER 12. — **Manchester.**—PLASTERING.—The Guardians of the Township of Manchester invite tenders for plastering certain wards at the infirmary of their Workhouse at Crumpsall. Bills of quantities at the office of Mr. A. J. Murgatroyd, architect, 23, Strutt-street, Manchester.

NOVEMBER 12. — **Sheffield.** — ADDITIONS.—The Guardians of the Sheffield Union invite the names of firms wishful to tender for additions to the nurses' home at the Union Hospital, Firvale, and for the construction of temporary roads and fences, in accordance with plans, specifications, and quantities prepared by Messrs. Potter & Sandford, architects, 16, St. James'-row, Sheffield, where they may be seen. Mr. Albert E. Booker, Clerk to the Guardians, Union Offices, Westbar, Sheffield.

NOVEMBER 13. — **Berwick-upon-Tweed.** — BOILER-HOUSE, ETC. — The Berwick-upon-Tweed Corporation invite tenders for the erection of new engine and boiler houses, coal stores, etc., at the Tower Pumping Station, Tweedmouth. Applications for schedules (deposit of £1 1s. for separate trades and £2 2s. for complete set) to be made to Messrs. Gray & Boyd, architects, Berwick.

NOVEMBER 13.—**Churwell.**—ALTERATIONS.—For the various works required in the alterations and additions to premises, Low Field House, Churwell, for the Trustees of the Churwell Working Men's Club. Specifications of Mr. T. A. Buttery, Lic.R.I.B.A., architect and surveyor, Queen-street, Morley, and 1, Basinghall-square, Leeds.

NOVEMBER 13.—**Glasgow.**—BATHS, ETC.—The Corporation invite offers for the several works required in connection with the proposed erection of public baths and wash-houses in Nelson-street Kingston. Specifications at the Office of Public Works, City-chambers, 64, Cochrane-street.

* NOVEMBER 13.—**Mile End.**—ALTERATIONS AND DECORATIONS.—The Mile End Guardians invite tenders for alterations and redecoration at the Infirmary.

NOVEMBER 14. — **East Stoke.** — COTTAGES AND SHOP.—For the erection of a pair of cottages and shop at East Stoke. Specifications of Mr. W. Watts Fookes, architect and surveyor, Wareham.

NOVEMBER 15.—**Chester-le-Street.**—HOUSES.—The Chester-le-Street R.D.C. invite tenders for the erection of 113 houses at Pelton Village, in the parish of Pelton. Intending contractors to send their names and addresses, together with a deposit of £5 5s., to Mr. John H. Mole, Surveyor to the Council, Chester-le-Street, by November 15.

NOVEMBER 15. — **Dorchester.** — ALTERATIONS, ETC.—Alterations and repairs to a dwelling-house known as "Pendomer," West Walks, Dorchester. Specification, etc., of Mr. F. T. Maltby, C.E., Architect and Surveyor, Dorchester.

NOVEMBER 15.—**Halifax.**—FENCING.—The Halifax Corporation invite tenders for supplying and fixing of post and rail fencing in Sim Carr-lane, Shibden. Specifications of Mr. James Lord, M.Inst.C.E., Borough Engineer, Town Hall, Halifax. Deposit, £1.

* NOVEMBER 17.—**Harringay.**—ALTERATIONS AND ADDITIONS.—The Hornsey T.C. invite tenders for alterations and additions to the branch fire-station.

NOVEMBER 17. — **Pershore.** — COTTAGES.—The Pershore R.D.C. invite tenders for the erection of sixteen cottages at Pinvin. Specification at the office of the architects, Messrs. Dicks & Waldron, Evesham. Quantities, deposit, £1 1s.

* NOVEMBER 18. — **Billericay.** — ALTERATIONS, ADDITIONS, ETC. — The Billericay R.D.C. invite tenders for alterations and additions to the Isolation Hospital, and for erection of a pavilion isolation block, laundry, and ambulance block.

NOVEMBER 18.—**High Spen and East Howle.**—SCHOOL AND ALTERATIONS.—The C.C. of Durham invite tenders for new Council school (for about 560 scholars) at High Spen, and alterations and additions at East Howle Council School. Specifications, etc., as follows:—(1) For High Spen, at the office of Messrs. Liddle & Browne, architects, 12, Eldon-square, Newcastle-upon-Tyne; (2) for alterations and additions at East Howle at the office of Mr. W. Rushworth, Shire Hall, Durham.

NOVEMBER 18.—**Meare.**—WORKMEN'S DWELLINGS.—The R.D.C. of Wells invite tenders for the erection of seven houses for the working classes in the parish of Meare, together with certain drainage and other work in connection therewith. Specification (as prepared by Messrs. Petter & Warren, architects, Yeovil) at the office of Mr. Alfred Geo. Russ, Clerk, Poor Law Offices, Wells. Deposit, £1 1s.

NOVEMBER 21. — **Melton Mowbray.** — SCHOOL ENLARGEMENT.—The Leicestershire C.C. E.C. invite tenders for the enlargement of the Melton Mowbray Council School. Quantities, etc., from the architect, 33, Bowling Green-street, Leicester, on Thursday, November 6 Deposit, £10 10s.

NOVEMBER 22. — **Grangegreen.** — COTTAGES. — Mason, carpenter, slater, plumber, plasterer, painter, and glazier works in connection with two cottages to be erected at Grangegreen. Specifications of Mr. Peter Fulton, architect, Forres.

* NOVEMBER 22.—**Manchester.**—SCHOOL.—The Manchester E.C. invite tenders for erection of a new school.

* NOVEMBER 24. — **Finchley.**—SWIMMING-BATH.—The Finchley U.D.C invite tenders for construction of a swimming-bath, etc.

* NOVEMBER 26.—**Enfield.**—ALTERATIONS.—The Edmonton Guardians invite tenders for alteration at the Chase Farm School.

DECEMBER 1.—**Nantwich.**—HOUSES AND FARM BUILDINGS.—For the erection of ten single dwelling-houses and nine sets of farm buildings on the Ridley Estate, near Nantwich, Cheshire. Specifications, etc., of Mr. W. H. Lancaster, Land Agent, County Estate Office, 49, Northgate-street, Chester. Deposit, £1.

NO DATE.—**Bala.**—SCHOOL ALTERATIONS.—The Managers of the Bala Church of England School invite tenders for carrying-out alterations and additions to the school buildings. Specification, etc., of the architects, Messrs. Deakin & Howard Jones, M.A.S., Plat Ynys, Borth, R.S.O.

NO DATE. — **Stockport.** — DEMOLITION. — The Stockport Corporation invite offers for the pulling-down of the old buildings at their Heaton-lane Gasworks. Particulars from the Gas Engineer, Portwood Gasworks, Stockport.

NO DATE.—**Swinton.**—WALL.—The Swinton U.D.C. invite tenders for taking down and rebuilding wall. Mr. H. Birks, Surveyor, Council Offices, Swinton, Yorks.

NO DATE. — **Wolverhampton.** — SCHOOL.—For the erection of St. Joseph's Schools, Wolverhampton, for the Managers. Messrs. Fleeming & Son, architects, 10, Queen-square, Wolverhampton.

ENGINEERING, IRON, AND STEEL.

NOVEMBER 10.—**Halifax.**—WEIGHBRIDGE.—The Halifax Corporation invite tenders for the supply and fixing of a weighbridge (15 tons capacity), to be fixed in Market-street, Halifax. Particulars on application to Mr. Quarmby, Markets Inspector, Market-street, Halifax. Deposit, £1.

NOVEMBER 11.—**Kilwinning.**—RAILWAY WIDENING.—The Glasgow and South-Western Railway Company invite tenders for the construction of widening between Dalry and Kilwinning. Plans, etc., at the Engineer's Office, St. Enoch Station, Glasgow. Deposit, £5 5s.

NOVEMBER 11. — **Wallasey.** — REINFORCED-CONCRETE TANK.—The Wallasey Corporation invite tenders for the construction of an underground reinforced-concrete tank, 55 ft. by 30 ft. by 14 ft. deep, at the Gasworks, Dock-road, Seacombe, Cheshire. Particulars of the Engineer, Mr. J. H. Crowther, at his office, Dock-road, Seacombe.

[Those with an asterisk (*) are advertised in this issue.]

ENGINEERING, etc.—*continued*

The date given at the commencement of each paragraph is the latest date when the tender, or the names of those willing to submit tenders, may be sent in.

NOVEMBER 12.—**Belfast.**—WHARFAGE, ETC.—The Belfast Harbour Commissioners have extended the time for tenders for the construction of certain wharfage and collateral works on the County Down side of the Victoria Channel. Mr. W. A. Currie, Secretary, Harbour Office, Belfast.

NOVEMBER 12.—**London.**—ELECTRIC LIGHTING.—The L.C.C. invites tenders for:—(1) An electrical installation at the Colebroke-row Special School, Islington, N., comprising about ninety-five lighting points; and (2) an electrical installation at the County Secondary School, Chelsea, comprising about 180 lighting points. Specifications of the Chief Engineer of the Council, Mr. G. W. Humphreys, at the County Hall, Spring-gardens, S.W. Deposit, £1 in each case.

NOVEMBER 14.—**Merthyr.**—PIPES.—The Corporation invite tenders for the supply and delivery of about 900 tons of 10-in. cast-iron socket pipes, with specials, bends, and irregulars, etc.; and also as an alternative for 1,540 tons of 14-in. pipes, etc. Specification on application to the Waterworks Engineer, Town Hall, Merthyr.

NOVEMBER 15. — **Manchester.** — BOILER.—The Baths Committee invite tenders for one Lancashire boiler, 16 ft. by 6 ft. 6 in. diameter, for New Quay-street Baths. Specification at the office of the City Architect, Town Hall. Deposit, £1 1s.

NOVEMBER 17.—**Abergele.**—CALORIFIERS.—The Guardians of the Township of South Manchester invite tenders for the supply and fixing of two small calorifiers, together with a feed pump, injector, and sundry feed, steam, and condense pipes, at their Sanatorium, Plas Uchaf, Abergele, in accordance with plan prepared by the Manchester Steam Users' Association. Specification, etc., of Mr. David S. Bloomfield, Clerk to the Guardians, Guardians' Offices, All Saints, Manchester.

NOVEMBER 18.—**Tipperary.**—ROAD MACHINERY, ETC.—The C.C. of Tipperary (North Riding) invite tenders for the supply of the undermentioned machinery:—Five-ton compound steam motor tractors, portable stone breakers, three-bunk sleeping vans, and 180-gallon water carts. Mr. R. E. Bayly, County Secretary, Court House, Nenagh.

* NOVEMBER 20.—**Devonport.**—FIRE ESCAPES AND EXTINGUISHERS.—The Devonport Guardians invite tenders for fixing hydrants and fire-escape staircases at the Infirmary.

NOVEMBER 22.—**Walthamstow.**—BRIDGE.—The Essex C.C. invite tenders for the construction of a new bridge, consisting of steel girders, concrete and brick abutments, etc., the formation of and paving of road and footpaths. Specification, etc., of Mr. Percy J. Sheldon, M.Inst.C.E., County Surveyor, County Offices Chelmsford. Deposit, £3 3s.

FURNITURE, PAINTING, MATERIALS, etc.

NOVEMBER 10.—**Leeds.**—PAINTING.—The Leeds Corporation invite tenders for painting exteriors of properties owned by the Development Committee. Specification, etc., of Mr. W. T. Lancashire, City Engineer, Municipal-buildings, Leeds.

NOVEMBER 10.—**Merthyr Tydfil.**—PAINTING.—The external painting of wood and iron work of 100 houses at Penydarren and thirty-eight houses at Penywern, Dowlais. Particulars from the Borough Architect, Town Hall, Merthyr Tydfil.

NOVEMBER 11.—**Dublin.**—RAILWAY STORES.—The Directors of the Midland Great Western Railway of Ireland Company invite tenders for the supply of stores, including barrows and trucks, bricks, flags, tiles, slates, etc., cements, fog signals, glass, lime, timber, etc., tools, etc. Forms of tender, on payment of 6d. each from the Storekeeper, General Stores Department, Broadstone Station, Dublin.

NOVEMBER 12.—**Dublin.**—RAILWAY STORES.—The Directors of the Great Southern and Western Railway Company invite tenders for the supply of stores for twelve months to December 31, including bolts, nuts, and rivets, brass fittings, cement, colours, firebricks and clay, galvanised roofsheets, buckets, etc., grates, stoves and fenders, glass, implements (sundry), etc. Forms of tenders, on payment of 6d. each, from the Company's Storekeeper, at the General Stores, Inchicore, Dublin.

NOVEMBER 13. — **Chelmsford.**—GRANITE.—The Chelmsford Corporation invite tenders for Guernsey granite, granite chippings, and team labour. Information from the Borough Engineer, 16, London-road, Chelmsford.

* NOVEMBER 14.—**Barking.**—VARNISHING, ETC., FURNITURE.—The Barking U.D.C. invite tenders for cleaning, touching-up, varnishing, etc., the furniture at Gascoigne-road School.

NOVEMBER 14. — **Manchester.** — STORES.—The Cleansing Committee of the Manchester Corporation invite tenders for twelve months' supplies of lime and lime ashes, 21-oz. glass, lead (sheet and pipes), heavy oils for cylinders, creosote oil, pitch, refined creosote oil for wells lights, soda ash, chloride of lime, and resin. Specifications from Mr. R. Williamson, Superintendent of the Cleansing Department, Town Hall, Manchester.

NOVEMBER 14. — **Warrington.** — STORES.—The Cheshire Lines Committee invite tenders for the supply, during the year 1914, of the stores and materials, including fencing, oils, paints, creosote, tar, glass, nails, screws, etc., spades. Specifications of the Stores Superintendent, Cheshire Lines, Warrington.

NOVEMBER 15.—**Dublin.**—STORES.—The Dublin United Tramways Company, Ltd., invite tenders for the supply of general stores, including car fittings, iron, steel, castings, oils, paints, glass, brushes, ironmongery, materials, electric supplies, timber, etc., for the year ending December 31, 1914. Forms of tender (2s. each) at the Secretary's Office, 9, Upper Sackville-street, Dublin.

NOVEMBER 15.—**Horsham.**—TAR.—The West Sussex C.C. invite tenders for the supply of about 200,000 gallons of tar. Mr. H. W. Bowen, A.M.Inst.C.E., County Surveyor, 23, North-street, Horsham.

NOVEMBER 15.—**Swansea.**—STORES.—The Swansea Harbour Trust invite tenders for iron, chains, timber, and general stores. Particulars on application to the Engineer at the Harbour Office, Swansea.

NOVEMBER 17.—**Bristol.**—STORES.—The Sanitary and Improvement Committee of the Corporation invite tenders for the supply during the year 1914 of the following stores and tools:—Castings, ironmongery, cement, drain pipes, paints, oils, grease, etc., glass, lead pipe and plumbers' sundries, brushes. Specifications, etc., of the City Engineer, 63, Queen-square, Bristol. Deposit, 10s.

* NOVEMBER 17.—**Willesden.**—IRON FENCING.—The Willesden U.D.C. invite tenders for delivery and fixing 728 yds. of self-adjusting wrought-iron unclimbable fencing, and 141 yds. of unclimbable corrugated galvanised iron fencing.

* NOVEMBER 18. — **Birmingham.** — PULLING-DOWN.—The Commissioners of H.M. Works and Public Buildings invite tenders for pulling down old Inland Revenue Office.

NOVEMBER 18. — **Winchester.** — TOOLS. — The C.C. of Southampton invite tenders for the supply of tools for use on main roads during the year ending March 31, 1915. Conditions from the County Surveyor, The Castle, Winchester.

NOVEMBER 18. — **Winchester.** — STONE. — The C.C. of Southampton invite tenders for the supply of stone for the repair of the main roads during the year ending March 31, 1915. Forms of tender of the County Surveyor, The Castle, Winchester.

NOVEMBER 20.—**Lewes.**—ROAD MATERIALS.—The East Sussex C.C. invite tenders for the supply of materials, haulage, and team labour, for the year ending March 31, 1915. Particulars of Mr. F. J. Wood, Assoc.M.Inst.C.E., County Surveyor, County Hall, Lewes.

* NOVEMBER 22.—**Manchester.**—RED TERRA COTTA.—The Manchester E.C. invite tenders for supplying red terra cotta.

* NOVEMBER 26. — **London.** — STORES AND MATERIALS.—The London General Omnibus Company invite tenders for supply during 1914 of various stores and materials.

NOVEMBER 26.—**Sheffield.**—STORES.—The City of Sheffield Water Committee invite tenders for general stores, comprising bolts, ironmongery, W.I. tubes, iron, steel, tools, picks, hammers, brushes, oils, paints, rope, etc. Particulars on application at the Waterworks Office, Town Hall, Sheffield. Deposit, £1 1s.

DECEMBER 5.—**Wakefield.**—STORES.—The Yorkshire (West Riding) Electric Tramways Company, Ltd., invite tenders for the supply during the year ending December 31, 1914, of stores, including bolts, nuts, washers, brushes and painters' tools timber, etc. Schedules from the Central Offices, Belle Isle, Wakefield. A charge of 1s. (which is not returnable) is made for each schedule in duplicate.

NO DATE.—**Blackburn.**—PAINTING.—For repainting and decorating the entire interior of the Palace Theatre, Blackburn. Specifications from the Manager, Palace Theatre, Blackburn.

ROADS, SANITARY AND WATER WORKS.

NOVEMBER 10.—**Ilford.**—STREET WORKS.—The Ilford U.D.C. invite tenders for levelling, paving, etc., part of Willow-walk, Ilford. Specifications, etc., of Mr. H. Shaw, M.Inst.C.E., Engineer and Surveyor to the Council, Town Hall, Ilford. Deposit, £2 2s.

NOVEMBER 11. — **Preston.** — DRAINAGE. — The Fylde, Preston, and Garstang Joint Small-pox Hospital Board invite tenders in connection with drainage works. Specifications of Mr. T. Sanderson, Health Office, Sefton-street, Blackpool. Deposit, 10s. 6d.

NOVEMBER 12.—**Leeds.**—STREET WORKS.—The Leeds Corporation invite tenders for the paving and flagging of part and the kerbing of the remainder of two streets, to be formed on the land adjoining North and South-street. Quantities, etc., on application at the Highways Office, 155, Kirkstall-road.

NOVEMBER 12.—**Leeds.**—STREET WORKS.—The Highways Committee invite tenders for the paving and flagging of Rydall-place and Yarmouth-place, also for the making of asphalt footpaths and a tar-macadam carriageway in North Park-road. Quantities on application at the Highways Office, 155, Kirkstall-road.

NOVEMBER 12.—**Lepton.**—SEWERS.—The Lepton U.D.C. invite tenders for the construction of a sewer about 300 yds. in length, with manholes, etc. Specifications, etc., at the offices of the engineers, Messrs. J. B. Abbey & Son, District Bank-chambers, Market-street, Huddersfield.

NOVEMBER 14.—**Chorley.**—STREET WORKS.—The R.D.C. of Chorley invite tenders for the reconstruction of portions of Lostock-lane, Cuerden. Specification, etc., from Mr. Percival Whalley, District Surveyor, 14, New Market-street, Chorley.

NOVEMBER 14.—**Horley.**—PIPING.—The Reigate R.D.C. invite tenders for piping in the ditch situate between Albert and Lumley roads, Horley. Particulars at the office of Mr. A. J. Furnivall, Sanitary Inspector, 48, High-street, Reigate.

NOVEMBER 15. — **Handsworth.** — ROADS.—For the construction and repair of footpaths across fields in the township of Orgreave. Plans and specifications at Mr. Arthur Shaw's, Orgreave, Handsworth.

NOVEMBER 15.—**Hexham.**—SEWERS.—The Hexham R.D.C. invite tenders for the laying of about 270 lin. yds. of 6-in. pipe sewers, with manholes, flushing chambers, etc., and the construction of sewage-disposal works, comprising septic tanks, bacteria beds, humis pits, etc. Specifications, etc., of Mr. C. Franklin Murphy, A.M.Inst.C.E., Lloyd's Bank-chambers, Morpeth. Deposit, £2 2s.

NOVEMBER 17.—**Bristol.**—PAVING.—The Sanitary and Improvement Committee invite tenders for providing and laying paving material on such footways and crossings in the districts delineated on a map deposited in the offices of the City Engineer. The contract will be in force for three years from March 25, 1914. Particulars of Mr. Lessel S. McKenzie, A.M.Inst.C.E., City Engineer and Surveyor, 63, Queen-square, Bristol. Deposit, 10s.

* NOVEMBER 17.—**Hendon.**—DRAINAGE, ROAD-MAKING, ETC.—The Hendon D.C. invite tenders for sewerage works and making up of roads.

NOVEMBER 18.—**Bradford.**—SEWAGE WORKS.—The Bradford Corporation invite tenders for the construction of stormwater tank No. 3 on a site adjacent to the existing stormwater tanks at Strangford Hill, on the Esholt Estate, together with conduits, cascades, cast-iron sludge mains, and stoneware effluent pipes. Specification, etc., of Mr. Joseph Garfield, M.Inst.C.E., Esholt Hall, near Shipley (station, Apperley Bridge or Esholt, Mid.). Deposit, £1 1s.

NOVEMBER 18.—**East Stow.**—WATERWORKS.—The East Stow R.D.C. invite tenders for constructing a bored well, pumping station, covered tanks, and water mains, etc., at Combs, near Stowmarket, Suffolk, in accordance with the specification, etc., of Messrs. John Taylor & Sons, Civil Engineers. Specification, etc., from the Engineers, Caxton House, Westminster. Deposit, £5.

NOVEMBER 19. — **Chester-le-Street.** — STREET WORKS.—The U.D.C. of Chester-le-Street invite tenders for the levelling, draining, paving, channelling of several streets. Specifications, etc., of Mr. W. Ridley, Surveyor, Council-chambers, Chester-le-street.

NOVEMBER 19.—**Hornsey.**—STREET WORKS.—The T.C. invite tenders for sewering, paving, etc., Cholmeley Park-road. Particulars from Mr. E. J. Lovegrove, Borough Engineer and Surveyor, Municipal Offices, Highgate.

* NOVEMBER 24. — **Camberwell.**—ROAD-MAKING AND PAVING.—The Camberwell B.C. invite tenders for kerbing, channelling, foundations, asphalt paving, and roadwork.

NOVEMBER 24.—**Glasgow.**—SEWAGE DISPOSAL.—The Corporation invite offers to supply and erect complete an installation of electrically-driven sewage distributors at Dalmarnock sewage works. Specifications at the Office of Public Works, City-chambers, 64, Cochrane-street. Deposit, £2 2s.

NO DATE.—**Bingley.**—ROADS.—The Bingley U.D.C. invite tenders for the macadamising of Foster-street, Crossflatts. Quantities on application to Mr. H. Bottomley, Engineer and Surveyor.

Public Appointments.

* NOVEMBER 12.—ARCHITECTURAL ASSISTANT.—The Ipswich B.C. invite applications for the above post. Salary, £180 per annum

* NOVEMBER 12. — TEMPORARY ARCHITECTURAL ASSISTANT.—The Cardiff E.C. invite applications for the above post. Salary at rate of £10 per month.

* NOVEMBER 19.—ARCHITECTURAL ASSISTANT.—The Nottingham Corporation invite applications for the above post. Salary, £120 per annum.

Auction Sales.

* NOVEMBER 11.—**Hendon.**—Messrs Rutley, Son, & Vine will sell by auction some freehold property.

* NOVEMBER 11.—**Norbury.**—Mr. H. W. Smith will sell by auction, on the premises, the stock, plant, machinery, etc., of a joinery manufacturer and builder.

* NOVEMBER 12.—**Aldershot.**—Mr. H. W. Smith will sell by auction, on the field, brick-making plant, machinery, and stock.

* NOVEMBER 12.—**Camberwell.**—Messrs. Fuller, Horsey, Sons, & Cassell will sell by auction, on the premises, a builder's plant, stock, and materials.

* NOVEMBER 18.—**Wandsworth.**—Mr. H. W. Smith will sell by auction, at the L.B. & S.C. Railway Siding, a builder and contractor's stock and plant.

* NOVEMBER 19.—**Harrow-road.**—Mr. H. W. Smith will sell by auction, on the premises, the stock-in-trade and plant of a builder and contractor.

* NOVEMBER 20.—**Bloomsbury.**—Messrs. Farebrother, Ellis, & Co. will sell by auction, at the Mart, freehold property.

* NOVEMBER 20.—**City.**—Messrs. Farebrother, Ellis, & Co. will sell by auction, at the Mart, a freehold building site.

* DECEMBER 1.—**London.**—Messrs. Jones, Lang, & Co. will let by auction several building sites.

[Those with an asterisk (*) are advertised in this issue.]

(*Continued from page 498.*)

it became evident on examination that ordinary concrete foundations could not be expected to give satisfactory results, owing to the risks attendant upon subsidence of the made ground under the weight of the building.

After careful tests had been made to determine the load-bearing power of the earth, it was decided to construct a reinforced concrete raft over the entire site in order to distribute the load uniformly at a maximum rate of about 4 cwt. per square foot, the raft at the same time being capable of bridging over any local subsidence without appreciable deflection, and without suffering injury from the strain due to the withdrawal of support by the ground at any point where subsidence might occur.

The building itself is a steel-frame structure, with thin curtain walls, the columns being arranged so that the loads are concentrated at points 25 ft. apart, centre to centre, in one direction, and 19 ft. apart, centre to centre, in the other direction approximately.

Fig. 1 is a plan showing the arrangement of the columns (C), and of the beams in the reinforced concrete raft. The latter consists of continuous slabs, 12 in. thick, stiffened by ribs or beams, the longitudinal centre member 12 in. wide by 15 in. deep, and the transverse members 18 in. wide by 24 in. deep, except those at the ends, which are only 12 in. wide (see cross-section, Fig. 2). The top of the raft is finished with a granolithic surface, and forms the ground floor of the building.

The suspended floors of the new factory building, and the flat roof of the new paint shop were constructed on the Siegwart system. Part of the flooring was constructed for a superimposed load of 6 cwt. per square foot, and the remainder for 1½ cwt. per square foot, while the roof was designed for a load of ¾ cwt. per square foot.

The Siegwart floor consists of hollow beams of 1 : 4 concrete reinforced with round steel bars, each beam having two bars in each side wall, the bars being held in position by wire stirrups spaced at short intervals apart. The beams are moulded in advance at the works of the makers to the required length, and delivered to the building site in a thoroughly matured condition ready for erection. The beams are placed side by side on the supporting steel beams, and the joints are grouted with cement mortar after the under side has been pointed. The floor is then complete and ready for use. One very convenient feature of this system is that moulds, centring, and supports are quite unnecessary, thereby facilitating the rapid execution of work on the site.

The architect for the extensions was Mr. J. J. Hackett, of Birmingham, the contractors for the reinforced concrete raft were the Empire Stone Company, of London, and the flooring contract was executed by the Siegwart Fireproof Floor Company, Ltd., of London.

BUSINESS PREMISES, HATTON-GARDEN.

Diamond House, 37 and 38, Hatton-garden, Holborn, E.C., has just been completed from the designs of Messrs. Homer & Lucas, Oxford-street, W. The general contractors are Messrs. Spiers & Son, Ltd., Hill-road, St. John's Wood, N.W.

LABOUR EXCHANGE, EDINBURGH.

A new Labour Exchange has been erected at Tollcross, Edinburgh, at a cost of about £7,000. The building was designed by Mr. W. T. Oldrieve, Principal Architect to his Majesty's Office of Works, and is fireproof throughout. The contractors were Messrs. J. Millar & Sons, and the stone carving was executed by Mr. Joseph Hayes.

OFFICES, SOUTHAMPTON-BUILDINGS, W.C.

A block of offices is in course of construction in Southampton-buildings, Holborn, from the designs of Messrs. Richardson & Gill, Russell-square. The building is being erected by Messrs. J. Chessum & Sons, South-place, Mr. G. Vassar being their representative on the premises. Some of the old stone taken from the General Post Office is being reworked for use on the structure. The steelwork is by Messrs. Powers & Deane, Ransomes, Ltd., Cubitt Town.

TERMS OF SUBSCRIPTION.

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LAW REPORTS.

KING'S BENCH DIVISION.

(Before Mr. Justice CHANNELL.)

Builders' Counterclaim: Dorman, Long, & Co., Ltd. *v.* Spiers & Son, Ltd.

AN action arising out of the erection of a new building on the site of two old structures in Hatton-garden, E.C., came before his Lordship on October 20 and 21. The plaintiffs, Messrs. Dorman, Long, & Co., Ltd., of Britannia Works, Middlesbrough, steelwork constructors, claimed £104 11s., balance of an account due from Messrs. Spiers & Son, Ltd., of St. John's Wood, London, builders and contractors, who counterclaimed for £103 15s. 10d. At a previous hearing judgment was given for the plaintiffs on the claim, but a stay was ordered pending the trial of the counterclaim.

Mr. Radcliffe, K.C., and Mr. Dorman appeared for the plaintiffs, and Mr. Charles Doughty for the defendants.

Mr. Doughty explained that the major portion of the counterclaim was in respect of an alleged delay on the part of the plaintiffs in completing their contract for the erection of certain constructional steelwork in connection with a new building which Messrs. Spiers & Son were putting up on the site of Nos. 37 and 38, Hatton-garden, E.C. This delay, it was suggested, was caused through the faulty measurements made by a representative of the plaintiff company, and the £100 claimed was on the basis of a loss of rent sustained through the new building not being completed as soon as it should have been.

The case for the defence was that the measurements were not faulty, that the defendants had slightly altered the position of

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6404 Avenue (Private Exchange).

a party wall, and that no delay for which damages should be assessed had occurred.

After hearing the evidence, his Lordship held that the measurements were faulty, and that thereby slight delay had occurred, but not sufficient for him to give damages on the basis of loss of rent.

Judgment was entered for the defendants on the counterclaim for £13 9s. 11d., with costs.

KING'S BENCH DIVISION.
(Before Mr. Justice CHANNELL.)

Litigation as to Repairs and Decoration of a London House:

Jenson *v.* Cawley and others.

THIS case was heard last week and was an action brought by plaintiff to recover from the defendants money expended in repairs to a house, surveyors' fees, and other sums.

Mr. Holman Gregory, K.C., and Mr. Drucquer appeared for the plaintiff, and Mr. Sankey, K.C., and Mr. Mulligan for the defendants.

Mr. Gregory said the plaintiff was an American citizen carrying on business in England, and the defendants were Mr. T. H. Cawley and his three sisters, and the claim arose out of the taking by the plaintiff from the defendants of a house in Prince of Wales's-terrace, of the rental value of about £250 per annum. In June, 1912, the house was empty, and Mr. and Mrs. Jenson met Mr. Cawley on the premises, and terms were discussed as to their taking a lease of the house. The house was then in a very bad condition, and Mr. Cawley agreed with Mr. Jenson that if the latter would take the house on lease for fourteen years from August 12, he (Mr. Cawley) would put the house in a good state of repair throughout. This would take some time to do, as the drains had to be pulled up and an extra bath put in. Mr. Cawley said the house would be ready on August 10, and the parties agreed to that. Mr. Jenson then made arrangements to leave his town house in June and to warehouse his furniture. A specification of the work to be done was agreed to. Mr. Jenson then went away for his holidays, and when he arrived home on August 10 he found the house almost in the same condition as when he left it in June, with the exception that the drainwork was done. The result was that Mr. Jenson took possession of the premises and ordered the men then and there outside. He called in a competent man to do the work, and it was carried out in a month at a cost of £178, and this sum Mr. Jenson claimed to recover from the defendants, as also a sum of £15 for surveyors' fees and the expenses incurred by him by reason of his having to reside elsewhere than on the demised premises owing to the delay.

Mrs. Jenson was then called, and gave evidence in support of the plaintiff's case, Mr. Jenson being absent in America. She said the rent reserved by the lease of the house in question was £250 per annum for the first seven years, and £275 per annum for the remainder of the term.

Cross-examined, Mr. Cawley might have said that the lease was to be a full repairing lease. She did not recollect Mr. Cawley saying that the repairs would take three months as the drainage plans would have to pass the sanitary authorities. Her husband did not say he did not mind whether the repairs were done as he wanted the house.

Mr. Cawley, one of the defendants, gave evidence that when he met Mr. Jenson the latter said: "Never mind the work. I want the house." Witness never promised to do the work by August 10, as it would have taken three months to carry out.

Cross-examined, he agreed to do all the work in the specification.

Other evidence having been given,

His Lordship, in giving judgment, said the first question was what was the contract with regard to the repairs when the lease was agreed upon between the parties? It was therefore unimportant what was said during the negotiations, the question being what was the agreement ultimately come to? He was inclined to the view, having regard to the evidence, that in all probability the period of three months was mentioned during the negotiations; but that was unimportant if the ultimate agreement for something else was made. What was agreed to when the lease was agreed to? The lease was the consideration for the promise to do the work. The lease was agreed to be a lease not only that the term was to commence on August 12, but also that the rent was to run from that day. The arrangement was practically that the parties had agreed upon that date because that was the time by when the landlord was willing to complete the repairs, although previously he had said they would take longer to do. The correspondence, so far as it went, supported the plaintiff's case much more than it did the defendants'. There was this strong fact that the plaintiff was to get the house for ordinary purposes of habitation on August 12. Under the circumstance his judgment must be for the plaintiff.

TO CORRESPONDENTS.

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All communications must be authenticated by the name and address of the sender, whether for publication or not. No notice can be taken of anonymous communications.

The responsibility of signed articles, letters, and papers read at meetings rests, of course, with the authors.

We cannot undertake to return rejected communications; and the Editor cannot be responsible for drawings, photographs, manuscripts, or other documents, or for models or samples sent to or left at this office, unless he has specially asked for them.

All drawings sent to or left at this office for consideration should bear the owner's name and address on either the face or back of the drawing. Delay and inconvenience may result from inattention to this.

Any commission to a contributor to write an article, or to execute or lend a drawing for publication, is given subject to the approval of the article or drawing, when received, by the Editor, who retains the right to reject it if unsatisfactory. The receipt by the author of a proof of an article in type does not necessarily imply its acceptance.

N.B.—Illustrations of the First Premiated Design in any important architectural competition will always be accepted for publication by the Editor, whether they have been formally asked for or not.

PRICES CURRENT OF MATERIALS.

*** Our aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information.

BRICKS, &c.

Per 1000 Alongside, in River.	£ s. d.
Best Stocks	1 16 0
Picked Stocks for Facings	2 10 0

Per 1000, Delivered at Railway Depot.	£ s. d.		£ s. d.
Flettons	1 14 0	Best Blue Pressed	
Best Fareham Red	3 12 0	Staffordshire	3 15 0
Best Red Pressed Ruabon Facing	5 0 0	Do. Bullnose	4 0 0
Glazed Bricks—		Best Stourbridge Fire Bricks	4 0 0
Best White, Ivory, and Salt Glzd Str tch'rs	12 7 6	Double Headers	14 17 6
Headers	11 17 6	One Side and two Ends	18 17 6
Quoins, Bullnose and 4½ in. Flats	15 17 6	Two Sides and one End	19 17 6
D'ble Str'tch'rs	17 17 6	Splays and Squints	17 7 6

Second Quality £1 10s. per 1000 less than best.

	s. d.	
Thames and Pit Sand	7 0	per yard, delivered.
Thames Ballast	5 9	"
Best Portland Cement	36 0	per ton, "
Best Ground Blue Lias Lime	19 0	" "

NOTE—The cement or lime is exclusive of the ordinary charge for sacks.

Grey Stone Lime ..... 14s. 0d. per yard delivered.
Stourbridge Fireclay in sacks 27s. 0d. per ton at rly. dpt.

STONE.

Per Ft. Cube.	s. d.
BATH STONE — Delivered on road waggons, Paddington Depôt	1 7½
Do. do. Delivered on road waggons, Nine Elms Depôt	1 9½
PORTLAND STONE (20 ft. average)—	
Brown Whitbed, Delivered on road waggons, Paddington Depôt, Nine Elms Depôt, or Pimlico Wharf	2 4½
White Basebed, Delivered on road waggons, Paddington Depôt, Nine Elms Depôt, or Pimlico Wharf	2 6½

Per Ft. Cube, delivered at Railway Depôt.	s. d.		s. d.
Ancaster in blocks	1 10	Closeburn Red Freestone	2 0
Beer in blocks	1 6	Red Mansfield Freestone	2 4
Greenshill in blocks	1 10	Talacre & Gwespyr Stone	2 4
Darley Dale in blocks	2 4		
Red Corsehill in blocks	2 3		

YORK STONE—*Robin Hood Quality.*

Per Ft. Cube, Delivered at Railway Depôt.	s. d.
Scappled random blocks	2 10
Per Ft. Super., Delivered at Railway Depôt.	
6 in. sawn two sides landings to sizes (under 40 ft. super.)	2 8
6 in. rubbed two sides ditto, ditto	2 6
3 in. sawn two sides slabs (random sizes)	0 11½
2 in. to 2½ in. sawn one side slabs (random sizes)	0 7
1½ in. to 2 in. ditto, ditto	0 6
HARD YORK—	
Per Ft. Cube, Delivered at Railway Depôt.	
Scappled random blocks	3 0
Per Ft. Super., Delivered at Railway Depôt.	
6 in. sawn two sides landing to sizes (under 40 ft. super.)	2 8
6 in. rubbed two sides ditto	3 0
3 in. sawn two sides slabs (random sizes)	1 2
2 in. self-faced random flags	0 5

SLATES.

Per 1000 of 1200 at Railway Depôt.

In. In.	£ s. d.	In. In.	£ s. d.
20 x 10 best blue Bangor	13 2 6	20 x 10 best Eureka unfading green	15 17 6
20 x 12 ditto	13 17 6	20 x 12 ditto	18 7 6
20 x 10 1st q'lity ditto	13 0 0	18 x 10 ditto	13 5 0
20 x 12 ditto	13 15 0	16 x 8 ditto	10 5 0
16 x 8 ditto	7 5 0	20 x 10 permanent green	11 12 6
22 x 10 best blue Portmadoc	12 12 6	18 x 10 ditto	9 12 6
16 x 8 ditto	6 12 6	16 x 8 ditto	6 12 6

TILES.

At Railway Depôt.

	s. d.		s. d.
Best plain red roofing (per 1000)	42 0	Best "Hartshill" brand, plain sand-faced (per 1000)	45 0
Hip and Valley (per doz.)	3 7	Do. pressed (per 1000)	42 6
Best Broseley (per 1000)	50 0	Do. Ornamental (per 1000)	47 6
Do. Ornamental (per 1000)	52 6	Hip (per doz.)	4 0
Hip and Valley (per doz.)	4 0	Valley (per doz.)	3 6
Best Ruabon red, brown, or brindle (Edw'ds) (per 1000)	57 6	Staffords. (Hanley) Reds or Brindled (per 1000)	42 6
Do. Ornamental (per 1000)	60 0	Hand-made sand-faced (per 1000)	45 0
Hip (per doz.)	4 6	Hip (per doz.)	4 0
Valley (per doz.)	3 0	Valley (per doz)	3 6

WOOD.

BUILDING WOOD.	At per standard. £ s. d.	£ s. d.
Deals: best 3 in. by 11 in. and 4 in. by 9 in. and 11 in.	15 0 0	16 10 0
Deals: best 3 in. by 9 in.	15 0 0	16 0 0
Battens: best 2½ in. by 7 in. and 8 in., and 3 in. by 7 in. and 8 in.	12 10 0	13 10 0
Battens: best 2½ by 6 and 3 by 6	0 10 0	less than 7 in. and 8 in.
Deals: seconds	1 0 0	less than best
Battens: seconds	0 10 0	" "
2 in. by 4 in. and 2 in. by 6 in.	11 10 0	12 10 0
2 in. by 4½ in. and 2 in. by 5 in.	10 10 0	11 10 0
Foreign Sawn Boards— 1 in. and 1½ in. by 7 in.	0 10 0	more than battens.
¾ in.	1 0 0	"
Fir timber: best middling Danzig or Memel (average specification)	At per load of 50 ft. 5 0 0	6 5 0
Seconds	4 10 0	5 0 0
Small timber (8 in. to 10 in.)	3 17 6	4 0 0
Small timber (6 in. to 8 in.)	3 5 0	3 10 0
Swedish balks	2 12 6	3 0 0
Pitch-pine timber (30 ft. average)	6 0 0	7 0 0

JOINERS' WOOD.	At per standard.	
White Sea: first yellow deals, 3 in. by 11 in.	26 0 0	27 0 0
3 in. by 9 in.	24 0 0	25 0 0
Battens, 2½ in. and 3 in. by 7 in.	18 10 0	19 10 0
Second yellow deals, 3 in. by 11 in.	21 10 0	22 10 0
" " 3 in. by 9 in.	20 0 0	21 0 0
Battens, 2½ in. and 3 in. by 7 in.	15 0 0	16 0 0
Third yellow deals, 3 in. by 11 in. and 9 in.	16 0 0	17 0 0
Battens, 2½ in. and 3 in. by 7 in.	14 0 0	15 0 0
Petersburg: first yellow deals, 3 in. by 11 in.	23 0 0	24 0 0
Do. 3 in. by 9 in.	20 0 0	21 0 0
Battens	15 0 0	16 0 0
Second yellow deals, 3 in. by 11 in.	17 10 0	18 10 0
Do. 3 in. by 9 in.	16 0 0	17 0 0
Battens	12 10 0	13 10 0
Third yellow deals, 3 in. by 11 in.	14 0 0	15 0 0
Do. 3 in. by 9 in.	13 10 0	14 10 0
Battens	11 10 0	12 10 0
White Sea and Petersburg— First white deals, 3 in. by 11 in.	16 10 0	17 10 0
First white deals, 3 in. by 9 in.	14 10 0	15 10 0
Battens	13 0 0	13 10 0
Second white deals, 3 in. by 11 in.	14 10 0	15 10 0
Second white deals, 3 in. by 9 in.	13 0 0	14 0 0
Battens	12 0 0	12 10 0
Pitch-pine: deals	25 0 0	26 10 0
Under 2 in. thick extra	0 10 0	1 0 0
Columbian or Oregon Pine, best quality	23 10 0	26 0 0
Yellow Pine—First, regular sizes	50 0 0	upwards.
Oddments	35 0 0	"
Seconds, regular sizes	36 0 0	"
Oddments	31 0 0	"
Kauri Pine—Planks per ft. cube	0 5 6	0 6 6
Danzig and Stettin Oak Logs— Large, per ft. cube	0 3 0	0 3 9
Small " "	0 2 6	0 3 0
Wainscot Oak Logs, per ft. cub	0 7 6	0 9 0
Dry Wainscot Oak, per ft. super. as inch	0 0 10	0 1 2
¾ in. do. do.	0 0 9	0 1 0
Dry Mahogany — Honduras, Tabasco, per ft. super. as inch	0 0 10	0 1 3
Selected, Figury, per ft. super. as inch	0 1 6	0 2 6
Cuba Mahogany	0 1 4	upwards.

WOOD (*Continued*).

JOINERS' WOOD (*Continued*)—	£	s.	d.		£	s.	d.
Dry Walnut, American, per ft. super. as inch	0	0	10	..	0	1	2
French, "Italian," Walnut	0	0	10	..	0	1	4
Teak, per load (Rangoon or Moulmein)	20	10	0	..	26	0	0
Do., do. (Java)	19	0	0	..	22	10	0
American Whitewood planks, per ft. cube	0	5	6	..	0	6	6
Prepared Flooring, etc.—			Per square.				
1 in. by 7 in. yellow, planed and shot	0	14	6	..	0	18	0
1 in. by 7 in. yellow, planed and matched	0	14	9	..	0	18	0
1¼ in. by 7 in. yellow, planed and matched	0	17	6	..	1	3	0
1 in. by 7 in. white, planed and shot	0	14	0	..	0	16	0
1 in. by 7 in. white, planed and matched	0	14	3	..	0	16	6
1¼ in. by 7 in. white, planed and matched	0	16	6	..	0	8	6
⅝ in. by 7 in. yellow, matched and beaded or V-jointed boards	0	12	6	..	0	15	0
1 in. by 7 in. " "	0	15	0	..	0	18	6
⅝ in. by 7 in. white " "	0	12	0	..	0	14	0
1 in. by 7 in. " "	0	14	6	..	0	16	6

6 in. at 6d. to 9d. per square less than 7 in.

JOISTS, GIRDERS, &c.

	In London or delivered Railway Vans, per ton.						
Rolled Steel Joists, ordinary sections	£	s.	d.		£	s.	d.
	9	0	0	..	10	0	0
Compound Girders, ordinary sections	11	0	0	..	12	0	0
Steel Compound Stanchions	12	0	0	..	13	0	0
Angles, Tees, and Channels, ordinary sections	11	0	0	..	12	0	0
Flitch Plates	11	0	0	..	12	0	0
Cast Iron Columns & Stanchions, including ordinary patterns	8	10	0	..	9	0	0

METALS.

	Per ton, in London.						
IRON—	£	s.	d.		£	s.	d.
Common Bars	9	0	0	..	9	10	0
Staffordshire Crown Bars, good merchant quality	9	5	0	..	9	15	0
Staffordshire "Marked Bars"	11	0	0	..	—		
Mild Steel Bars	9	5	0	..	9	15	0
Hoop Iron, basis price	10	0	0	..	—		
" " Galvanised	17	10	0	..	—		
("And upwards, according to size and gauge.)							
Sheet Iron Black—							
Ordinary sizes to 20 g.	10	5	0	..	—		
" " 24 g.	11	5	0	..	—		
" " 26 g.	12	15	0	..	—		
Sheet Iron, Galvanised, flat, ordinary quality—							
Ordinary sizes, 6 ft. by 2 ft. to 3 ft. to 20 g.	15	10	0	..	—		
Ordinary sizes to 22 g. and 24 g.	16	0	0	..	—		
Ordinary sizes to 26 g.	17	0	0	..	—		
Sheet Iron, Galvanised, flat, best quality—							
Ordinary sizes to 20 g.	18	10	0	..	—		
" " 22 g. and 24 g.	19	0	0	..	—		
Ordinary sizes to 26 g.	20	10	0	..	—		
Galvanised Corrugated Sheets—							
Ordinary sizes, 6 ft. to 8 ft. 20 g.	15	0	0	..	—		
Ordinary sizes, 22 g. and 24 g.	15	5	0	..	—		
Ordinary sizes, 26 g.	16	15	0	..	—		
Best Soft Steel Sheets, 6 ft. by 2 ft. to 3 ft. to 20 g. and thicker	12	10	0	..	—		
Best Soft Steel Sheets, 22 g. & 24 g.	13	10	0	..	—		
Best Soft Steel Sheets, 26 g.	15	10	0	..	—		
Cut Nails, 3 in. to 6 in.	11	0	0	..	11	10	0
(Under 3 in., usual trade extras.)							

LEAD, &c.

	Delivered in London.						
LEAD—Sheet, English, 4 lb. and up	£	s.	d.		£	s.	d.
	24	10	0	..	—		
Pipe in coils	25	0	0	..	—		
Soil pipe	28	0	0	..	—		
Compo pipe	28	0	0	..	—		
ZINC—Sheet—	In casks of 10 cwt.						
Vielle Montagne	28	5	0	..	—		
Silesian	28	10	0	..	—		
Zinc, in bundles, 1s. per cwt. extra.							
COPPER—							
Strong Sheet per lb.	0	1	1	..	—		
Thin " "	0	1	2	..	—		
Copper nails "	0	1	0	..	—		
Copper wire "	0	1	0	..	—		
BRASS—							
Strong Sheet "	0	1	0	..	—		
Thin "	0	1	1	..	—		
TIN—English Ingots "	0	1	11	..	—		
SOLDER—Plumbers' "	0	0	10	..	—		
Tinmen's "	0	1	1	..	—		
Blowpipe "	0	1	3	..	—		

ENGLISH SHEET GLASS IN CRATES OF STOCK SIZES.*

Per Ft. Delivered.

15 oz. thirds	2½d.	26 oz. fourths	3½d.
" fourths	2¾d.	32 oz. thirds	5½d.
21 oz. thirds	3½d.	" fourths	4½d.
" fourths	3d.	Fluted Sheet, 15 oz.	3d.
26 oz. thirds	4½d.	" 21 oz.	4d.

ENGLISH ROLLED PLATE IN CRATES OF STOCK SIZES.*

Per Ft. Delivered.

¼ Rolled plate	2½d.	Figured Rolled, Oxford Rolled, Oceanic, Arctic, Muffled, and Rolled Cathedral, white	3½d.
⅛ Rough rolled and rough cast plate	2¾d.		
⅛ Rough rolled and rough cast plate	3d.	Ditto, tinted	5d.

* Not less than two crates.

OILS, &c.

		£	s.	d.
Raw Linseed Oil in pipes	per gallon	0	2	0
" " " in barrels	"	0	2	1
" " " in drums	"	0	2	3
Boiled " " in barrels	"	0	2	3
" " " in drums	"	0	2	6
Turpentine in barrels	"	0	2	9
" in drums	"	0	2	11
Genuine Ground English White Lead, per ton (In not less than 5 cwt. casks.)		30	15	0
Red Lead, Dry	per ton	28	10	0
Best Linseed Oil Putty	per cwt.	0	9	0
Stockholm Tar	per barrel	1	12	0

VARNISHES, &c.

	Per gallon.		
	£	s.	d.
Fine Pale Oak Varnish	0	8	0
Pale Copal Oak	0	10	6
Superfine Pale Elastic Oak	0	12	6
Fine Extra Hard Church Oak	0	10	0
Superfine Hard-drying Oak, for seats of Churches	0	14	6
Fine Elastic Carriage	0	12	9
Superfine Pale Elastic Carriage	0	16	0
Fine Pale Maple	0	10	0
Finest Pale Durable Copal	0	18	6
Extra Pale French Oil	1	1	0
Eggshell Flating Varnish	0	12	0
White Pale Enamel	1	4	0
Extra Pale Paper	0	12	0
Best Japan Gold Size	0	10	0
Best Black Japan	0	16	0
Oak and Mahogany Stain	0	9	0
Brunswick Black	0	8	0
Berlin Black	0	16	0
Knotting	0	10	6
French and Brush Polish	0	10	0

TENDERS.

Communications for insertion under this heading should be addressed to "The Editor," and must reach us *not later than* 6 p.m. on *Wednesday*. [N.B.—We cannot publish Tenders unless authenticated either by the architect or the building owner; and we cannot publish announcements of Tenders accepted unless the amount of the Tender is stated, nor any list in which the lowest Tender is under 100*l.* unless in some exceptional cases and for special reasons.]

***Denotes *accepted*. †Denotes *provisionally accepted*.**

ASHFORD.—For erection of Technical College, for Kent County Council:—
D. Godden & Son, Hamstree* £6,765

BARROW.—For improvement of Fairfield-lane, for the Corporation:—
J. W. Pearce & Co., Ltd.* £1,272

BRATTON CLOVELLY.—For erection of three cottages, for the Okehampton Rural District Council:—
Ball, Okehampton* £504

BRIDLINGTON.—For demolition of 93, Quay-road, and the erection of a new house, for Town Gardener, and erection of Weigh Office. Mr. E. R. Matthews, A.M.Inst.C.E., Borough Surveyor, Town Hall:—
E. Wilson, Hilderthorpe-road, Bridlington* £479 5

BRISTOL.—For alterations to premises adjoining St. Peter's Hospital, for the Board of Guardians:—
Pickard & Son* £1,861

COVENTRY.—For electric wiring of Municipal Buildings, for the Town Council:—
H. W. Burbury & Co., Coventry* £1,208

FARRINGDON.—For alterations, etc., at the Workhouse, for the Board of Guardians:—
A. Cox & Sons, Abingdon* £1,699

HAMMERSMITH.—For painting and decorating works to interior of baths and washhouses. Mr. H. Mair, Borough Surveyor, Town Hall, Hammersmith:—

A. Pullen & Co.	£327 14 0
A. Perton	228 5 0
G. McArthur & Co.	227 2 6
W. King & Son	200 2 11
Curd Bros. & Co.	195 8 6
W. J. Butlin	189 13 0
Marchant, Hirst, & Co.	183 0 0
G. W. Clark	180 18 0
W. Atkinson & Sons	180 0 0
W. R. & A. Hide	167 5 0
Chudleigh Bros.	156 10 10
W. Potts	141 10 0
E. Lawther & Co.	130 0 0
W. Brown & Sons, Ltd.	119 19 8
H. C. Osborn, 322, Goldhawk-road, Hammersmith	118 19 0

GLOUCESTER.—For adaptation of premises for mortuary, for the Gloucester City Council:—
Kingscott & Winfield* £300

LEYTON.—For the erection of Harrow Green Fire Station, for the Leyton Urban District Council:—

J. W. Holmes & Son	£2,624 7 8
R. N. Marrable	2,526 3 10
W. J. Maddison	2,465 0 0
J. W. Ellingham	2,375 0 0
J. Sands	2,300 0 0
E. A. Russell	2,289 0 0
F. J. Coxhead	2,230 0 0
A. E. Symes	2,222 0 0
H. C. Horswill, Forest Gate*	2,142 0 0

LITTLE HAMPDEN.—For proposed new house at Little Hampden, Great Missenden, for Capt. T. Trevor-Battye. Quantities by Mr. R. Henry Hale, F.S.I., 6, Queen Anne's-gate, S.W. Mr. Geo. H. Fellowes-Prynne, F.R.I.B.A., architect, 6, Queen Anne's-gate, S.W.:—

W. J. Dickens	£6,267 0 0
J. Honour & Sons, Ltd.	6,230 0 0
A. W. Bowman	5,895 0 0
W. E. Blake	5,850 0 0
Franklin, Ltd.	5,748 0 0
R. Schooley & Sons	5,690 0 0
Webster & Cannon	5,668 0 0
G. Biggs & Son	5,185 0 0
G. H. Gibson & Sons	5,040 0 0
H. J. & A. Wright	4,955 0 0
Walden & Cox, Henley-on-Thames*	4,951 2 5

LONDON.—For the rebuilding of premises, Nos. 131, 132, 133, and 134, New Bond-street, W. Messrs. Inman & Son, architects, 7, Bedford-row, W.C.:—

J. Simpson & Son	£24,867
F. & T. Thorne	24,777
G. Trollope & Sons and Colls & Sons, Ltd.	24,456
J. Dorey & Co., Ltd.	24,326
Sabey & Son	24,310
Holloway Bros. (London), Ltd.	23,995
Bywaters & Sons, Ltd.	21,888
Killby & Gayford, Ltd.*	22,573

* Subsequently accepted at £23,373.

LONDON.—For installing heating apparatus in school in Upper Marylebone-street, for the London County Council:—

Palowkar & Sons	£960	W. G. Cannon & Sons, Ltd.	£698
J. Yetton & Co., Ltd.	792	Brightside Foundry and Engineering Co., Ltd.	695
G. Davis	778	G. & E. Bradley, 77, Lever-street*	623
Cannon & Hefford	727		
R. H. & J. Pearson, Ltd.	697		

LONDON.—For installing heating apparatus in Ocean-street School, Stepney, for the London County Council:—

B. Harlow & Son	£1,257 0
Palowkar & Sons	1,210 0
J. C. Christie	1,180 0
Cannon & Hefford	1,097 0
J. Yetton & Co., Ltd.	1,050 0
J. & F. May	1,037 0
J. Cormack & Sons, Ltd.	996 15
Brightside Foundry and Engineering Co., Ltd.	995 0
W. G. Cannon & Sons, Ltd., 107, London-road, Southwark*	960 0

LONDON.—For adaptation of old fire-station at Clapham Common for park purposes, for the London County Council:—

W. Bickerton	£299 10	Triggs & Co.	£279
Rice & Son	298 0	P. W. Fletcher, Harding & Son	288 10
		Tooting, S.W.*	227 0

LONDON.—For supply of (*a*) 550 tons of Aberdeen granite paving setts, 3 in. by 6 in., and (*b*) 150 tons of Guernsey granite paving setts, 3 in. by 6 in., required in connection with the repaving of Putney Bridge, for the London County Council:—

	Price per ton. (*a*)		(*b*)	
	s.	d.	s.	d.
A. & F. Mannelle, Gracechurch-street, E.C.*	36	6	35	0‡
J. Fyfe, Ltd., Aberdeen*	36	6	—	
J. Mowlem & Co., Ltd.	39	3	35	9
W. Griffiths & Co., Ltd.	39	3	36	6
Brookes, Ltd.	39	6	36	0
Fry Bros.	40	0	35	6
Wettern Bros., Ltd.	36	0‡	—	
British Macadams, Ltd.	37	6‡	37	6‡
Enderby and Stoney Stanton Granite Co., Ltd.	38	0‡	38	0‡

‡ Not to specification.

[The contract for (*a*) was divided between the two lowest tenders, and for (*b*) Messrs. Manuelle's tender was accepted.]

LETCHWORTH.—For church and schools. Messrs. A. F. Scott & Son, A.R.I.B.A., architects, 12, Holborn Hall, London, W.C., and Norwich:—

—	Church and School.	Infants' School.	Portico.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
T. Gill & Son	4,560 0 0	260 0 0	575 0 0	3,395 0 0
J. Youngs & Son	4,500 0 0	250 0 0	550 0 0	5,300 0 0
Kidman	4,459 0 0	234 0 0	462 0 0	5,155 0 0
Openshaw & Co.	4,418 0 0	233 11 0	484 0 0	5,135 11 0
J. Ray	4,300 0 0	280 0 0	520 0 0	5,100 0 0
Redhouse & Son	4,318 1 9	223 18 9	481 11 1	5,023 11 7
Brignell	4,091 4 0	239 10 0	600 9 0	4,931 3 0
A. Collins	4,143 17 9	225 5 8	483 19 0	4,883 2 5
Hurst	4,150 0 0	220 0 0	490 0 0	4,860 0 0
R. Shanks	4,130 0 0	225 0 0	450 0 0	4,825 0 0
G. W. Souster	4,080 0 0	216 0 0	440 0 0	4,736 0 0
Clark	4,074 0 0	231 0 0	425 0 0	4,730 0 0
Beckley & Turpie	4,000 0 0	196 0 0	465 0 0	4,661 0 0
G. W. Porter	3,995 0 0	218 0 0	425 0 0	4,638 0 0
O. P. Drever	3,939 0 0	220 0 0	453 0 0	4,612 0 0
Redding	3,978 0 0	245 0 0	385 0 0	4,608 0 0
Clarke, Melton Mowbray*	3,785 0 0	210 0 0	430 0 0	4,425 0 0

LONDON.—For removal of existing plant, erection of new pumping plant, and other works at Public Baths, Prince of Wales-road, N.W., for St Pancras Borough Council. Mr. Percy Griffith, M.Inst.C.E., 20, Victoria-street, Westminster, S.W. :—

Sir J. Tickle & Co., Ltd.	£1,050 0	Lund Bros. & Co.	£960 15
G. Y. Murray	1,007 0	Leeds Engineering Co.	925 0
Sir W. H. Bailey & Co.	990 0	C. Isler & Co.	923 0
LeGrand & Sutcliff	982 0	A. C. Potter & Co.*	914 16
		C. J. Ell	886 6

MANCHESTER.—For the erection of Parochial Hall, etc., at Ardwick, for the Bishop of Manchester's Commission. Mr. E. H. Lingen Barker, architect, 4, Moscow-court, W. Quantities by Mr. G. Silvester, F.S.I., 7, Adam-street, Adelphi, W.C. :—

Parish & Co.	£3,765	Burgess & Galt	£3,550
Peace & Norquoy	3,725	Thorpe & Son	3,439
Normanton & Sons	3,614	J. F. Moore*	3,400

[All of Manchester.]

NORTHWOOD (Middlesex).—For alterations and additions to the Council school at Northwood, for the County Council of Middlesex. Mr. H. G. Crothall, F.R.I.B.A., Architect to the Education Committee :—

W. Lacey	£1,137	W. J. Page	£1,060
W. S. Try	1,116	W. J. Dickens	1,050
G. Neal	1,100	A. & B. Hanson	1,029
Fassnidge & Son	1,100	Hill Bros	1,019
Mattock Bros	1,080	J. Batchelor‡	960

‡ Recommended for acceptance.

SEVENOAKS.—For alterations to the children's nursery and the Labour Master's Room at the Workhouse, for the Board of Guardians :—

W. Smith & Son	£415 0	W. J. Zealey	£315 10
S. A. Canfield	410 15	H. Dickson	310 0
J. Howard	390 0	C. Bentley & Son, Sevenoaks*	290 0
A. Tye	369 0		

SPALDING.—For the erection of four pairs of cottages at Quadring, for the Spalding Rural District Council :—

Johnson, Wisbech* £1,655 10 6

SURFLEET.—For erection of three pairs of cottages, for the Spalding Rural District Council :—

F. Johnson, Spalding* £922 10

SUTTON VALENCE.—For new Council school, for Kent Education Committee. Mr. Wilfrid H. Robinson, M.S.A., Architect to the Committee :—

J. Holmes & Son	£4,895 10 6	E. J. Bowles	£3,742 0 0
A. M. Fenn	4,128 0 0	J. Podger & Sons	3,695 0 0
Cox Bros.	4,049 0 0	G. E. Wallis & Sons	3,561 0 0
Parren & Son	3,932 0 0	W. T. Burrows	3,499 0 0
Friday & Ling	3,927 0 0	J. Wood & Sons, Boughton Monchelsea‡	3,473 0 0
R. F. Barwick	3,838 0 0		
D. Godden & Son	3,768 0 0		
W. Shippam	3,748 0 0		

‡ Recommended for acceptance.

SWANSEA.—For paving of Cwm-road, for the Corporation :—

Owen & Co.* £2,096

TIVERTON.—For construction of waterworks at Silverton, for the Tiverton Rural District Council :—

E. Harris, Clystheden* £898 7

WIGAN.—For altering and decorating the pavilion, Mesnes Park. Mr. A. T. Gooseman, Borough Engineer, Wigan. Quantities by Engineer :—

D. A. Ablett	£555 0 0	J. Wilson & Co	£497 6 7
A. Bywater & Sons	538 0 0	J. Johnson & Son, Caroline-street, Wigan*	485 0 0
R. G. Dawson	538 0 0		
Clough & Gaskell	530 0 0		

WIMBLEDON.—For making-up portions of Lancaster and Sherwood roads. Mr. C. H. Cooper, M.Inst.C.E., Surveyor, Town Hall :—

	Lancaster-road.	Sherwood-road.
S. Lane, 22a, Cecil-road, Wimbledon	£837	£127 10

WIMBLEDON.—For making-up Parkside-gardens, and portion of Burghley-road. Mr. C. H. Cooper, M.Inst.C.E., Surveyor, Town Hall :—

	Parkside-gardens.	Burghley-road.
E. Parry & Co., 25, Howard's-lane, Putney, S.W.	£1,615	£1,235

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